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THIRD BIENNIAL REPORT

—OF THE—

RAILROAD COMMISSION

—OF THE—

STATE OF MISSISSIPPI,

—FOR THE—

1889-
TWO YEARS ENDING JUNE 30TH, 1891.

J. F. SESSIONS, CHAIRMAN.

WALTER McLaurin,

J. H. ASKEW.

Commissioners.

F. S. SCRUGGS, *Secretary.*

JACKSON, MISS.;
THE CLARION PRINTING ESTABLISHMENT.

1891.

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THIRD BIENNIAL REPORT.

OFFICE OF RAILROAD COMMISSION OF MISSISSIPPI, }
JACKSON, MISS., NOVEMBER, 1891. }

To His Excellency, J. M. Stone, Governor of Mississippi :

An Act approved February 22, 1890, provided that thereafter the reports of the Railroad Commission to be submitted to the Legislature through you should be made biennially, and should embrace the two years ending on June 30, next before the meeting of each Legislature. In compliance with that statute this report will embrace the period included between the 30th of June, 1889, and 30th of June, 1891, except so much of the year 1889 as was embraced in our former report, which was dated December 2, 1889.

Acting on the belief that the statistical and other information presented in the appendix to this report will be more useful and interesting than a review in narrative form of the condition of the railroad system in this state, this part of our report will be devoted mainly to the work of the Board during the period named.

By the amendatory acts of the Legislature since the date of our last report, the scope of the duties of the Commission has been so enlarged that, in addition to the supervision of the rates of transportation of passengers and freight, securing proper and suitable depot and station facilities, bulletin boards denoting delays of trains, posting of tariffs of passenger and freight charges, inspection of railroads and investigation of accidents to trains "attended with loss of life or serious personal injury;" it is now provided (Act approved, February 22, 1890) that it shall be unlawful for railroad companies in this State to abolish or "disuse" any depot without the consent of the Commission. Jurisdiction is also given in cases where there is a failure to furnish a sufficient number of passenger coaches to comfortably seat the passengers, and to cases of insecure bridges, trestles, tunnels, and road-beds.

To these duties there was superadded in March, 1886, those of Board of Control of Penitentiary, which, until the cancellation by the Railroad Commission in 1889 of the lease of

the Penitentiary to the Gulf and Ship Island Railroad Company were chiefly supervisory; but since that date we have had control of the Penitentiary in behalf of the State. A separate report in detail in this department will be submitted to you, and to the Legislature, by us as a Board of Control.

Since 1884, the date of the original railroad supervision law in this State, there has been required from each company a quarterly report of receipts and expenditures and such other information as may be called for by the forms of such reports prepared and furnished by the Commission. In addition there is now required an annual report from each company for each year ending June 30. These are prepared upon much more comprehensive blanks and furnish annually valuable information. It is from these reports that the statistical and other tables contained in the appendix hereto are mainly compiled. The reports are on file in book form in our office, and in addition to the data transcribed in this report contain a great deal that we have not included herein for want of space.

PASSENGER AND FREIGHT RATES AND CLASSIFICATION IN MISSISSIPPI.

By the action of the Commission, from 1886 to 1889, inclusive, in reducing the passenger tariff of charges on the Vicksburg & Meridian, Mobile & Ohio, Mississippi & Tennessee, the Natchez, Jackson & Columbus, and the Kansas City, Memphis & Birmingham railroads to three cents per mile, an uniform rate of three cents was established throughout the State except on the Gulf & Chicago R. R. (the narrow gauge from Middleton, Tenn., via Ripley to Pontotoc.) By an order on May 6, 1890, taking effect September 1, 1890, we reduced the last-named road from four to three cents per mile, thus removing the last exception to an uniform rate of three cents throughout the State.

Prior to June 16, 1890, a regulation as to passengers for short distances, fixing an arbitrary minimum charge of 25 cents where the tariff rate would amount to less (as it would from one to eight miles) prevailed throughout the State; but on that day we reduced the minimum charge to 10 cents where tickets are procured, or where opportunity is not offered to buy them.

A minimum charge of freight has also been established. Formerly the practice prevailed of charging for 100 pounds according to the class to which the article belonged, although the actual weight was less. So that an article weighing 10 pounds, for example, would cost the same as 100 pounds, if belonging to the same class. This has during the past year

been so changed as to allow charges to be made for actual weight only, provided that the minimum shall be 25 cents.

From a varying and conflicting classification of freight in the State because of different systems, we have progressed to the point where we have secured the use of the Southern Railway and Steamship Association Classification for all freight in the State, allowing to each road only such exceptions thereto as the character of the business and connections rendered necessary and reasonable.

Referring to the effort to secure an uniform classification throughout the country we stated in our last report:

"It is to be hoped that the efforts of the National Commission, and of some of the leading and most important railways to secure the adoption throughout the United States of a uniform system of classification, will yet be successful. When it is remembered that every article known to commerce or transported by public carriers must be placed in one or the other of the classes (which must be limited to a convenient number), with due regard to value, bulk, weight, and liability to damage, it will be readily seen that such uniformity will very much lessen the complexity of what is at best a complicated and intricate business, will enable the public the more readily to become familiar with freight tariffs, will facilitate the interchange of freight by connecting lines, and greatly simplify the labors of freight agents, who, as it is now, sometimes become hopelessly involved by the intricacies of conflicting or unstable classifications and exceptions."

The result hoped for has not yet been attained but the effort has not been abandoned—a committee of the leading railroads being still engaged therein. When completed, and when the sanction of the Interstate Commission is given it, in our opinion, it will then be well for each State to put it into effect on local business, if reasonable and just, with such exceptions as the local interests of the State may demand.

Besides revision of distance tariffs at different times during 1890 and 1891 we have established a great number of commodity tariffs, some of them being submitted to us by the Railroad Companies at our suggestion, and some without, but in each case being a lower rate on the article in question than fixed in the general tariff. The commodities referred to include cotton, hay, corn, wagons, furniture, canned goods, tomatoes, vegetables, chairs, spoke material, hickory timber, cotton-seed meal, ice, fire-wood, domestic and factory goods, grain, brick, fertilizers, cotton seed, buggies, laths and shingles, iron articles, bacon, coal, etc., etc. Some of these commodity tariffs are made to apply exclusively to native products such as hay, corn, canned goods, etc.; our object being to afford local rates to stimulate production, but we

have in this effort been to some extent embarrassed by the absence of any authority to establish and enforce joint rates, that is, rates made for hauls over two or more roads, for which charges are to be according to distance and less than the sum of the local distance tariffs fixed for each connecting road. In all railroad distance tariffs the rate is less per mile for the haul for longer than for shorter distances, and the tariffs are so graded as to have the rate vary every ten miles and sometimes every five miles on the short hauls. So it will be seen by those unfamiliar with railroad rates and traffic that the sum of two or more locals would be much more than a straight haul for an equal distance. Joint rates for connecting roads are intended to give relief in such cases, and to be the same or to approximate the straight haul-rate of one of the connecting roads, and the tariff is so fixed as to pro rate the freight paid.

Notwithstanding the absence of any statute authorizing the Commission directly to establish joint tariffs we have in a number of instances suggested joint commodity tariffs, which the roads have adopted.

We respectfully recommend to the Legislature that the supervision laws be so amended as to give the Commission proper authority in the matter of establishing joint tariffs. This amendment we incidentally learn is incorporated by the gentlemen now engaged in codifying the laws of the state by their proposed revision.

DEPOT BUILDING AND IMPROVEMENT.

In addition to new depot buildings and enlargement heretofore given in our former reports made by the order or at the instance of the Commission, aggregating for the years included in said reports (beginning with 1886 and ending with 1889, up to the date of the last report, December 2, 1889, nearly one hundred in number, we have by the continuance of the policy of gradual improvement along this line caused to be erected or enlarged since then passenger or freight depot buildings, frequently including freight platforms, at the following stations:

On the Illinois Central: Chatawa, new depot; Brookhaven, freight depot overhauled and enlarged; Montgomery, new depot; Gallman, new depot; Byram, new depot; Madison, fruit shed; Tougaloo, new depot; Ways Bluff, additional waiting room; Wests, additional waiting room; Flora, additional waiting room; Vaughans, additional waiting room; McComb City, new passenger addition of waiting rooms.

On the Louisville, New Orleans and Texas: Natchez,

new depot; Woodville, additional waiting room; Hollondale, additional waiting room: Utica, additional waiting room and seats; Raymond, additional seats; Nine-Mile Crossing, pagoda; Hermanville, new depot; Tunica, additional waiting room; Cleveland, additional waiting room; Coahoma, additional waiting room; Stampley, new depot; McNair, additional waiting room; Harriston, depot and freight platform enlarged; Turnbulls, new depot; Lyons, additional waiting room; Duncan, additional waiting room; Jonestown, additional seats; Robinsonville, additional waiting room and enlargement of freight depot and platform.

On the Kansas City, Memphis and Birmingham: Red Banks, additional waiting room; Sherman, new depot.

On the Alabama and Vicksburg: Lake, new passenger depot; Vicksburg, new passenger depot; Hickory, new passenger depot and additional platform; Bovina, new passenger and freight depot; Morton, freight depot enlarged; Lawrence, new depot; Meridian, additional seats; Pearsons, new depot; Forest, additional waiting room.

On the Georgia Pacific: Hollondale, depot enlarged; Winona, transfer station and platform at junction with Illinois Central; Eupora, additional waiting room; Mayben, additional waiting room, depot enlarged and cotton platform; Holly Ridge, switch recommended and put in.

On the Mobile and Ohio: Sessums, new depot.

On the Alabama Great Southern: Kewanee, new depot.

On the Louisville & Nashville: Long Beach, new depot; Mississippi City, additional waiting room.

In this department of our work we have encountered some difficulties and some litigation; but the work accomplished, we think, will compare favorably with any other State. The depot accommodations, both for passengers and freight, as secured by the Commission in the past six years, is in marked contrast with the condition of things existing prior to that time.

Relative to the location of the Vicksburg new passenger depot, a question arose as to the accessibility and convenience of the site selected by the A. & V. R. R. Co. On a full hearing of the evidence, and after an examination of the locality, the Commission held that the new depot should be located at or near the site of the old one. The Chancery Court of Warren county held, on bill filed, otherwise, and its action was affirmed on appeal. Probably evidence before the Commission was not before the Chancery Court, and *vice versa*. This conflict would have been avoided had the law authorized an appeal direct from the Commission to the Supreme Court, where the whole case could have been reviewed on the evidence incorporated in the bill of exceptions.

In the case of a new depot ordered at Lake Station, on the A. & V. R. R., suit was brought for failure to build it. The defence was, in substance, that no dimensions had been prescribed in the order of the Commission. In this, as in many cases, the controversy before the Commission was whether the depot should be built at all. That being decided adverse to the railroad company, the Commission saw fit to waive its right to prescribe dimensions (which is necessary only in exceptional cases), and to allow a latitude to the company of which it should not have been heard to complain, but the court regarded the fixing of dimensions as essential, and the decision was adverse to the State. The depot has since been built.

In the case of proposed union depot for the Illinois Central and Georgia Pacific railroads, at their junction at Winona, the Commission gave a patient hearing to the conflicting opinions prevailing at Winona, the preponderance being against a joint depot for general passenger and freight purposes at the point of junction of the two roads named, inasmuch as each of the roads had already built substantial brick depots in the town. We inspected the locality and ultimately determined that a transfer station and platforms would accommodate the traveling public without interfering with the local interests of the people of Winona, provided satisfactory arrangements are made for sale of tickets for passengers changing from one road to the other.

In the case of *W. H. Harvey v. the Louisville and Nashville Railroad*, which was a petition for a better passenger depot at Mississippi City, and to require the company to stop its fast through mail train at that point, we held, in view of the evidence showing that four passenger trains going in one direction and five going in the other direction each day, stopped at the station, that it was not such a case as authorized the exercise of the authority given the Commission, especially as it was shown that to stop this train would necessitate an accelerated speed, to make the fast mail schedule, not consistent with safety. We sustained the petition for improved depot facilities. The construction of an additional waiting room was ordered and the work has been done.

Application for authority to discontinue Grady, as a station on the Georgia Pacific Railroad, was disallowed. The application to discontinue Warsaw, on the Deer Creek branch of the same road, was allowed, but upon the petition of citizens of the locality, was subsequently reinstated. The application to discontinue Tillman station, on the Jackson branch of the L., N. O. & T., was withdrawn and the depot reopened before the case came on to be heard.

INSPECTION.

The annual inspections of the various railroads of the State have been made during the period covered by this report.

These are made in some instances by the Commission in a body, and in some by one or more of the members, as other duties devolving upon us would permit. Since cases relating to the building or enlargement of depots are usually heard after citation served, at our office at the capitol, these inspections, as far as depots are concerned, are mainly necessary to see if work ordered has been done, and its sufficiency; and it enables the Commission to see if proper bulletin boards are provided at each station, if the tariffs of rates are posted, and what is more important, it enables the members to form some idea of the condition of the track, road-bed, etc., and to make recommendations relative thereto, or to take other action as authorized by law. Because of the reported bad condition in the early part of this year of the track of the Alabama and Vicksburg Railroad, we made a special inspection of that line, in connection with Mr. R. Carroll, the General Manager of the Queen and Crescent system (of which it is a part), and the local superintendent. We believe that the examination made and the conference had, resulted in a marked improvement of the road, which the General Manager assured us then should be made.

Similar suggestions were made to the General Superintendent as to the condition of the Yazoo Branch of the Illinois Central Railroad, and we believe with like beneficial results. There has been no formal complaint made to us since the amendatory act referred to, of insecure track, bridges, trestles, etc., but we suggest, in the interest of safety of passengers and employees, that there should be no hesitation in this regard on the part of the public or of any citizen. In our judgment it is of much greater importance to make of our existing lines of railway solid, safe and reliable highways, with every improved equipment and safety appliance, than it is to project or prematurely build new lines to lead a precarious existence and requiring abnormally high tariffs to secure reasonable returns. In this connection it is not amiss to suggest that the policy pursued in some of the older States of requiring the Railroad Commission to recommend the adoption of safety appliances, such as automatic couplers, air brakes, improved heating and lighting of cars, danger signals, etc., after examination by experts in behalf of the state, and to enforce their use by proper legislative penalties, is worthy of imitation. Railroads are becoming each day greater factors in our commercial and social relations, and everything tending to safety and relia-

bility is worthy of earnest effort on the part of those who make or those who administer our laws. Railway accidents of unpleasant and startling frequency throughout the United States within the last year emphasize these suggestions. So do the statistics of the railroads showing injuries and deaths among railroad employees, especially brakemen, engineers and firemen. The policy of suicidal economy pursued by some lines of railway in order to secure temporary remunerative returns to investors, too frequently prevails.

There was built in Mississippi during the year ending June 30, 1890, only 102.57 miles of railroad, and during the year ending June 30, 1891, 42.83 miles.

Some projected lines, of which mention was made in our report two years ago have been apparently abandoned, at least work has long since ceased. This is the case with the Gulf & Ship Island Railroad. Only about 20 miles of track was laid on the southern end and about 70 miles graded, beginning at Gulfport. The part completed has been used mainly for hauling logs and lumber to and from the saw-mills on the line. In this connection it is not amiss to refer to the fact that the State owns \$40,000 of the first mortgage bonds of this road. They were collected by us in 1888 as a Board of Control of the Penitentiary in payment of two years' lease of convicts as required by the Act of 1886, and are on deposit in the State Treasury. Some legislation on this subject is apparently necessary to protect the State's interest.

The Natchez, Jackson & Columbus Railroad was acquired in 1890 by the Louisville, New Orleans & Texas Railroad, and has since then been operated as a part of that system. The gauge of it has been widened to the standard gauge from Harriston to Natchez, but the promised change of gauge of the remainder has not yet been made. Presumably, this delay has been caused by the heavy outlay required of the Louisville, New Orleans and Texas Company to repair damage to the main line and Riverside division by the overflow of 1890. It is hoped that the work will be inaugurated at an early day and that the line will be extended as originally projected by the Natchez, Jackson & Columbus Railroad Company. Another branch of the Louisville, New Orleans & Texas Railroad Company from Clarksdale to and down the Tallahatchie River as far as Minter City, a distance of 39.58 miles, was built during the year ending June 30, 1891. The Georgia Pacific Railroad Company has built a branch up the Tallahatchie River, a distance of 34 miles. This branch intersects the main line at Itta Bena station and terminates at Webb station. This was completed during the year ending June 30, 1891.

The New Orleans & Northwestern Railroad has also been

built during the year ending June 30, 1891. It extends from Natchez to Rayville, in Louisiana, a distance of 77 miles, of which 266.100 miles are in Mississippi. The projected extension of this road is through the southwestern part of this State, to New Orleans.

The franchise and charter of the Meridian, Brookhaven & Natchez Railroad has been acquired by a new company (understood to represent the Illinois Central Railroad Company), and the abandoned part of the road, which had been constructed under the old organization, has been rebuilt, put in first-class condition and extended a short distance. It is now in operation principally as a gravel road, a distance of about seven miles.

The total railroad mileage in Mississippi is now 2,456.45 miles, of which more than one-half has been constructed within the past nine years.

We have been appealed to on several occasions to take action to compel the stoppage of certain fast, or "cannon-ball" trains, as they are frequently called, at stations other than those on their schedule, but we have adopted the policy of non-interference, inasmuch as these are inter-State trains, put on in addition to the usual regular trains, so as to make quick time between remote points, which could not be successfully done were they compelled to make frequent stops.

There will be found in the appendix to this report an itemized statement of the amount expended of the appropriation for the Railroad Commission made by the last Legislature. While the Commission has authority to rent rooms suitable for the transaction of the business of the Commission, by the Act of 1884, yet we have, until the present time, occupied the room of the Lieutenant Governor in the Capitol, for which we are indebted to the courtesy of the present incumbent and his predecessor. This room is entirely too small, but we have preferred to suffer the inconvenience rather than incur the expense to the State of renting more roomy quarters elsewhere.

We publish in the appendix to this report a copy of the circulars we have issued from time to time, during the last two years, relating mainly to the rules and regulations at passenger depots designed to promote the comfort of passengers.

J. F. SESSIONS,
J. H. ASKEW,
WALTER McLAURIN,
Railroad Commissioners.

NOTE.—The reports of the various railroads, to be found in the appendix, are made for the year ended June 30, 1891, as it was thought that the figures for a single year's operation would convey a better idea of the volume and character of business than would those for the whole period covered by the Biennial Report.

APPENDIX.

RAILROAD MILEAGE IN MISSISSIPPI.

ON JUNE 30TH, 1891.

Illinois Central.....	636.06	Miles
Louisville, New Orleans & Texas.....	626.36	"
Mobile & Ohio.....	306.00	"
Georgia Pacific.....	241.31	"
New Orleans & North-Eastern.....	158.04	"
Alabama & Vicksburg.....	143.39	"
Kansas City Memphis & Birmingham.....	142.89	"
Louisville & Nashville.....	73.83	"
Gulf & Chicago (narrow gauge).....	57.00	"
Memphis & Charleston.....	33.40	"
Alabama Great Southern.....	18.78	"
East Tennessee, Virginia & Georgia.....	7.73	"
Gulf & Ship Island.....	7.00	"
New Orleans & North-Western.....	2.66	"
Meridian, Brookhaven & Natchez.....	7.00	"
Total	2456.45	"

Railroad mileage in United States Decem- ber 31, 1890.....	166,817.41	Miles
Increase for United States during year.....	5,498.00	"
Increase during 1889.....	5,146.00	"
" " 1888.....	6,916.00	"
" " 1887.....	12,878.00	"
" " 1886.....	8,018.00	"
" " 1885.....	2,982.00	"
" " 1884.....	3,924.00	"
" " 1883.....	6,743.00	"
" " 1882.....	11,569.00	"
" " 1881.....	9,847.00	"
" " 1880.....	6,712.00	"

RAILROAD MILEAGE IN UNITED STATES.

FROM 1830 TO 1890 INCLUSIVE.

Years.	Miles.	Years.	Miles.
1830.....	23	1861.....	81,286
1831.....	95	1862.....	82,120
1832.....	229	1863.....	83,701
1833.....	380	1864.....	83,908
1834.....	633	1865.....	85,085
1835.....	1,098	1866.....	86,801
1836.....	1,273	1867.....	89,250
1837.....	1,497	1868.....	42,229
1838.....	1,913	1869.....	46,844
1839.....	2,302	1870.....	52,922
1840.....	2,818	1871.....	60,298
1841.....	3,535	1872.....	66,171
1842.....	4,026	1873.....	70,268
1843.....	4,185	1874.....	72,385
1844.....	4,377	1875.....	74,096
1845.....	4,633	1876.....	76,808
1846.....	4,930	1877.....	79,088
1847.....	5,598	1878.....	81,767
1848.....	5,996	1879.....	86,584
1849.....	7,365	1880.....	93,296
1850.....	9,021	1881.....	103,143
1851.....	10,982	1882.....	114,712
1852.....	12,908	1883.....	121,455
1853.....	15,360	1884.....	125,379
1854.....	16,720	1885.....	128,361
1855.....	18,371	1886.....	136,379
1856.....	22,016	1887.....	149,257
1857.....	24,503	1888.....	156,173
1858.....	26,968	1889.....	161,319
1859.....	28,788	1890.....	166,817
1860.....	30,626		

NUMBER MILES STEEL AND IRON RAILS IN THE UNITED STATES.

FROM 1880 TO 1890 INCLUSIVE.

yr.	Steel Rails.	Iron Rails.
1880.....	33,680	81,967
1881.....	49,063	81,473
1882.....	66,691	74,269
1883.....	78,491	70,692
1884.....	90,243	66,254

RAILROAD COMMISSION.

Years.	Steel Rails.	Iron Rails.
1885.....	98,102	62,495
1886.....	105,724	62,824
1887.....	125,459	59,588
1888.....	138,516	52,981
1889.....	151,723	50,513
1890.....	167,606	40,697

REPORT OF THE ILLINOIS CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1891.

(This Company leases the Chicago, St. Louis and New Orleans, the Canton, Aberdeen and Nashville, and the Yazoo and Mississippi Valley Railroads. The report, however, is for the entire line.)

Date of organization, February 10th, 1851.

Reference to charter and amendments: The Illinois Central Railroad Company was chartered under laws of Illinois, February 10th, 1851. The Canton, Aberdeen and Nashville Railroad Company, and Yazoo and Mississippi Valley Railroad Company were chartered under acts approved February 17th, 1882. The Chicago, St. Louis and New Orleans Railroad Company was formed by consolidation of the New Orleans, Jackson and Great Northern, and Mississippi Central Railroad Companies, under act of Mississippi, of February 27th, 1878, and recently bought and merged the Mississippi and Tennessee Railroad Company.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
Jas. W. Fifer, Governor of Illinois (ex-officio) }	Springfield, Ill.	January, 1893.
Stuyvesant Fish	Chicago, Ill.	October, 1891.
Edward H. Harriman	New York	October, 1891.
William Waldorf Astor	New York	October, 1891.
Charles A. Peabody, Jr.	New York	October, 1892.
S. Van Rensselaer Cruger	New York	October, 1892.
Norman B. Ream	Chicago	October, 1892.
B. F. Ayer	Chicago	October, 1893.
Walther Luttgren	New York	October, 1893.
John W. Auchincloss	New York	October, 1893.
Oliver Harriman	New York	October, 1894.
John W. Doane	Chicago	October, 1894.

Number of stockholders at last election, 3,861.

Date of last meeting of stockholders for election of directors, October 8th, 1890.

Location of general offices, Chicago, Ill., and New Orleans, La.

OFFICERS OF COMPANY.	RESIDENCE
President.....	Stuyvesant Fish.Chicago, Ill.
First Vice-President....	J. C. Welling...Chicago, Ill.
Second Vice-President....	J. T. Harahan...Chicago, Ill.
Secretary.....	A. G. Hackstaff.New York.
Treasurer.....	Henry De Wolf.Chicago.
Local Treasurer.....	R. S. Charles...New Orleans.
Gen'l Counsel.....	B. F. Ayer....Chicago.
Gen'l Solicitor..	Jas. Fentress...Chicago.
Gen'l Manager.....	C. A. Beck....Chicago.
Gen'l Superintendent....	A. W. Sullivan..Chicago.
Superintendent.....	John G. Mann..New Orleans.
Traffic Manager.....	T. J. Hudson...Chicago.
Gen'l Freight Agent...	D. B. Morey...New Orleans.
Gen'l Passenger Agent..	A. H. Hanson...Chicago.
Ass't Gen'l Pass. Agent..	J. W. Coleman..New Orleans.
Div. Superintendent....	N. D. Wiggins..Jackson, Tenn.
Div. Superintendent....	J. M. Turner...New Orleans, La.
Div. Superintendent....	J. B. Kemp....Memphis, Tenn.

LENGTH OF MAIN LINE AND BRANCHES.

Total lines, 2,875.18 miles.

	Miles.
Length of main line in Mississippi.....	301.62
Memphis branch (in Mississippi).....	87.82
Canton, Aberdeen and Nashville R. R.....	87.89
Yazoo and Mississippi Valley.....	140.36
Kosciusko branch, Kosciusko Junction to Kosciusko..	18.37
Total mileage in Mississippi.....	636.06

FINANCIAL.

Amount capital stock authorized.....	\$45,000,000 00
Amount capital stock issued.....	45,000,000 00
Number of shares.....	450,000 00
Dividends declared during the year 1890, 6 per cent.; 1891, 5 per cent.	

Funded Debt:

Mortgage bonds.....	\$14,909,000 00
Miscellaneous obligations.....	15,000,000 00
Income bonds.....	None.
Total funded debt.....	29,909,000 00
Total cost of construction and equipment....	39,108,144 80
Cost per mile.....	55,433 23

Income Account:

*Gross earnings from operation.....	\$17,786,241 88
*Less operating expenses	11,795,053 32
*Income from operation.....	5,991,188 56

Income from other sources.....	1,381,258 39
Total income.....	7,372,446 95
Deduction from income on account interest, rent, taxes, etc.....	5,072,558 25
Net income.....	2,299,888 70
Less dividend 5 per cent	2,250,000 00
Surplus.....	49,888 70

CONTRACT WITH EXPRESS COMPANIES.—With American Express and Southern Express Companies, whereby they pay agreed per diem rates for regular facilities, and extra for excess.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract June 1st, 1891, with Pullman Palace Car Company for 25 years. The car company to furnish the sleeping cars, and the railroad company paying the usual mileage rates therefor.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with Western Union Telegraph Company, which company furnishes the material and supplies, and takes the receipts, the railroad furnishing the labor.

Average daily compensation of

General officers.....	\$11 72
General office clerks.....	2 27
Station agents.....	1 92
Engineers.....	3 81
Firemen.....	2 00
Conductors.....	3 24
Machinists.....	2 35
Carpenters.....	2 18
Section foremen.....	1 82
Switchmen, flagmen and watchmen.....	1 98
Telegraph operators.....	1 76

*These figures being for the whole line of the Illinois Central Railroad, we add the corresponding information for the lines south of the Ohio river as follows:

Gross earnings from operations.....	\$5,509,687 06
Less operating expenses.....	3,702,066 97
Income from operation.....	1,807,620 09
Passenger earnings per mile of road.....	\$1,655 62
Passenger earnings per train mile.....	81
Number of passengers carried earning revenue.....	10,108,375
Number of passengers carried one mile.....	183,875,079
Average distance carried.....	18
Number tons freight carried.....	6,948,867
Number tons freight carried one mile.....	1,302,002,213
Freight earnings per mile of road.....	\$4,235 42
Freight earnings per train mile.....	1 20

Gross earnings per mile of road, passenger and freight.....	6,186 13
Expenses per mile of road.....	4,102 37
Net revenue per mile of road.....	2,083 76

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	21.76
Cotton.....	2.70
Fruit and vegetables.....	3.20
Live stock, dressed meats, etc.....	6.85
Coal, ores, coke, etc.....	30.07
Lumber.....	11.23
Sugar.....	.77
Iron, cement, etc.....	7.11
Agricultural implements, wagons, etc.....	1.85
Merchandise.....	2.87
Miscellaneous.....	12.39

Equipment :

Locomotives.....	547
Cars in passenger service.....	461
Cars in freight service.....	15,128
Gravel cars, cabooses, etc.....	435
Cars leased.....	None.
Number new rails laid during year, 14,189.86 tons; number new ties laid during year, 1,195,687.	

Accidents :

Number of employees killed.....	8
Number of employees injured.....	None.
Number of passengers killed.....	1
Number of passengers injured.....	None.
Number of trespassers killed.....	11
Number of trespassers injured.....	None.

STATIONS IN MISSISSIPPI.

Distance from Michigan City.

	Miles.		Miles.
Michigan City		Coffeeville.....	78
Lamar	6	Torrence.....	86
Hudsonville	11	Grenada.....	94
Holly Springs	19	Elliott.....	102
Waterford.....	27	Duck Hill.....	106
Abbeville.....	38	Winona.....	117
Oxford.....	48	Vaiden.....	127
Taylors.....	56	West's.....	137
Springdale.....	60	Durant.....	147
Water Valley.....	65	Goodman.....	155

Pickens	162	Martinsville	244
Vaughns	168	Beauregard	249
Ways Bluff	173	Wesson	250
Canton	182	Montgomery	254
Calhoun	189	Brookhaven	259
Madison	193	Bogue Chitto	269
Tongaloo	198	Johnston's	276
Jackson	205	Summit	280
Byram	214	McComb City	283
Terry	221	Quinn's	285
Crystal Springs	229	Magnolia	290
Gallman	234	Chatawa	296
Hazlehurst	239	Osyka	300

Memphis Branch.—Distance from Grenada :

	Miles.		Miles.
Horn Lake	88	Batesville	41
Nesbit	82	Courtland	36
Hernando	78	Pope	34
Love	72	Harrison	27
Coldwater	69	Oakland	22
Senatobia	63	Tillatoba	16
Como	56	Garner	13
Sardis	50	Hardy	8
Tallahatchie	46	Grenada	

Aberdeen Branch.—Distance from Durant.

	Miles.		Miles.
Aberdeen	108.2	Bradley	66.5
Reynolds	102.2	Sturges	61.4
Strong's	98.2	Ackerman	52.8
Whites	95.9	Fentress	49.6
West Point	91.6	Weir's	45.1
Muldrow	86.8	McCool	38.9
Osborn	84.5	Ethel	29.8
Pearsons	80.9	Kosciusko	21.1
Starkville	77.5	Sallis	9.7
Longview	70.2	Kosciusko Junction	2.8
Cook's Mill	68.2	Durant	

Yazoo Branch.—Distance from Jackson :

	Miles.		Miles.
Parsons	115.1	Tchula	72.8
Le Flore	111.2	Tchula Junction	71.1
Dodds Ferry	106.6	Howard	78.1
Greenwood	97.5	Lexington	87.0
Rising Sun	92.9	Grays Mill	91.6
Sidon	89.3	Durant	99.2
Cruger	82.7	Shackelford	70.0
Keirn	79.4	Milesville	66.9

Good Hope Gin.....	65.2	Bentonla.....	26.4
Thornton.....	62.8	Morey.....	23.5
B. Lake.....	60.9	Flora.....	18.9
Eden.....	56.0	Pocahontas	13.7
Yazoo City.....	45.2	Annie.....	5.8
Valley.....	37.9	Jackson.....	
Anding	30.4		

MOBILE AND OHIO RAILROAD CO.

FOR YEAR ENDING JUNE 30TH, 1891.

Date of organization, June 7th, 1848.

Reference to charter and amendments: Chartered by act approved February 17th, 1848, and amended by act approved March 15th, 1880.

Name of constituent companies, and reference to act authorizing consolidation: Never consolidated with any other company.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
W. Butler Duncan.....	New York.....	February, 1892.
A. Iselin, Jr.....	New York.....	February, 1892.
A. H. Stevens.....	New York.....	February, 1892.
H. B. Plant	New York.....	February, 1892.
F. D. Tappen.....	New York.....	February, 1892.
Sidney Shepard.....	New York.....	February, 1892.
Jas. H. Fay.....	New York.....	February, 1892.
R. K. Dow.....	New York.....	February, 1892.
John Paton.....	New York.....	February, 1892.
Thos. W. Evans.....	New York.....	February, 1892.
J. C. Clarke... ..	Mobile, Ala	February, 1892.
E. L. Russell.....	Mobile, Ala.....	February, 1892.
W. J. Heavin.....	Mobile, Ala.....	February, 1892.

Number of stockholders at last election, 1,173.

Date of last meeting of stockholders for election of directors, February 18th, 1891.

Location of general offices, Mobile, Ala.

OFFICERS OF COMPANY.	RESIDENCE.
Chairman of the Board..	W. Butler Duncan..New York City.
President and Gen'l Mgr.	James C. Clarke..Mobile, Ala.
Vice-President.....	James H. Fay....New York City.
Secretary and Treasurer.	Henry Tacon....Mobile, Ala.
Gen'l Solicitor.....	E. L. Russell....Mobile, Ala.
Auditor.....	R. V. Taylor....Mobile, Ala.

Gen'l Superintendent.... D. McLaren..... St. Louis, Mo.
 Gen'l Freight Agent.... J. T. Poe..... St. Louis, Mo.
 Ass't Gen'l Freight Agent... J. M. Denyven.... St. Louis, Mo.
 Gen'l Passenger Agent... G. W. King..... Mobile, Ala.
 Div. Superintendent.... C. D. Clarke..... Mobile, Ala.
 Div. Superintendent.... J. N. Seale..... Jackson, Tenn.
 Div. Superintendent.... H. W. Clarke..... Murphysboro.

Length of main line and branches, 687.60 miles, including the St. Louis and Cairo Railroad. 160.60 miles operated under lease.

Length of main line in Mississippi, 272 miles; Aberdeen branches, 9 miles; Columbus branches, 14 miles; Starkville, 11 miles. Total mileage in Mississippi, 306.

FINANCIAL.

Amount capital stock authorized.....\$10,000,000 00
 Amount capital stock issued..... 5,320,600 00
 Number of shares..... 100,000
 Dividend declared during year 1890, none; 1891, none.

Funded Debt:

Mortgage bonds.....\$18,500,000 00
 Miscellaneous obligations..... 1,161,964 40
 Income bonds..... 8,650,000 00
 Total funded debt..... 28,311,864 40
 Total cost of construction and equipment.... 21,783,567 81
 Cost per mile..... 41,335 06

Income Account:

Gross earnings from operation\$3,313,163 78
 Less operating expenses..... 2,250,830 99
 Income from operation..... 1,062,332 79
 Income from other sources..... 393,867 98
 Total income..... 1,456,200 77
 Deduction from income on account interest,
 rent, taxes, etc..... 1,451,177 14
 Net income..... 5,023 63

CONTRACT WITH EXPRESS COMPANIES.—Contract with the Southern Express Company, whereby the railroad is allowed 40 per cent. of through, and 50 per cent. of local business, exclusive of money packages, other than specie.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract with Pullman Palace Car Company: The railroad pays the car company for the cars, but does not participate in the revenue derived therefrom.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with the Western Union Telegraph Company. Right of way granted Telegraph Company, in consideration of certain telegraphic facilities.

Average daily compensation of

General officers.....	\$9 30
General office clerks.....	2 33
Station agents.....	2 00
Enginemen.....	3 31
Firemen.....	1 82
Conductors.....	3 28
Machinists.....	2 45
Carpenters.....	1 86
Section foremen.....	2 02
Switchmen, flagmen and watchmen.....	1 95
Telegraph operators.....	2 55
Passenger earnings per mile of road.....	\$892 41
Passenger earnings per train mile.....	70
Number passengers carried earning revenue....	685,854
Number passengers carried one mile.....	20,371,267
Average distance carried.....	29
Number tons freight carried.....	1,230,029
Number tons freight carried one mile.....	306,192,330
Freight earnings per mile of road.....	\$3,859 14
Freight earnings per train mile.....	1 43
Gross earnings per mile of road, passenger and freight.....	4,818 44
Expenses per mile of road.....	3,273 47
Net revenue per mile of road.....	1,544 98

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	7.4
Cotton.....	4.7
Fruit and vegetables.....	3.9
Live stock, dressed meats, etc.....	1.4
Coal, ore, coke, etc.....	17.6
Lumber, etc.....	19.4
Fertilizers.....	2.3
Merchandise.....	43.3

Equipment :

Locomotives.....	110
Cars in passenger service.....	57
Cars in freight service.....	1,145
Gravel cars, cabooses, etc.....	199
Cars leased.....	2,179

Number new rails laid during year, 107.14 tons; number new ties laid during year, 259,612.

Accidents :

Number of employees killed.....	2
Number of employees injured.....	24

Number of passengers killed.....	None.
Number of passengers injured.....	3
Number of trespassers killed.....	5
Number of trespassers injured....	4

STATIONS IN MISSISSIPPI.

Distance from Meridian :

	Miles.		Miles.
State Line.....	72	Artesia.....	84
Pine Bluff.....	70	Sessums.....	89
Magnolia Springs.....	68	Starkville.....	95
Buckatunna.....	64	Cobbs.....	90
Winchester.....	58	Columbus.....	98
Waynesboro.....	52	Mayhew.....	89
Shubuta.....	39	Tibbee.....	92
De Soto.....	31	West Point.....	98
Quitman.....	26	Muldon.....	106
Stonewall.....	18	Sykes.....	109
Enterprise.....	15	Aberdeen.....	115
Marion.....	5	Prairie.....	111
Lockhart.....	12	Gibsons.....	115
Lauderdale.....	18	Egypt.....	119
Tamola.....	24	Okolona.....	127
Narkeeta.....	29	Shannon.....	134
Porterville.....	31	Verona.....	140
Sucarnochee.....	34	Tupelo.....	144
Scoba.....	41	Saltillo.....	153
Wahalak.....	48	Guntown.....	157
Shuqualak.....	53	Baldwyn.....	162
Macon.....	63	Wheeler.....	168
Brooksville.....	71	Booneville.....	174
Crawford.....	76	Rienzi.....	182
Penn.....	79	Corinth.....	194

NEW ORLEANS, MOBILE AND TEXAS RAILROAD CO.

(Louisville and Nashville Railroad.)

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, November 24th, 1866.

Reference to charter and amendments: Chartered under laws of Alabama, November 24th, 1866, and approved by act of Mississippi Legislature, February 7th, 1867, as the New Orleans, Mobile and Chattanooga Railroad Company Sold at decretal sale and re-organized as the New Orleans

Mobile and Texas Railroad Company in 1880. It is leased to and operated by the Louisville and Nashville Railroad Company.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION ON TERM.
Henry Anthon.....	New York.....	Indefinite.
C. C. Baldwin.....	New York.....	Indefinite.
F. W. Foote.....	New York.....	Indefinite.
E. H. Green.....	New York.....	Indefinite.
D. Thompson.....	New York.....	Indefinite.
W. S. Williams.....	New York.....	Indefinite.
J. T. Woodward.....	New York.....	Indefinite.

Number of stockholders at last election, —

Date of last meeting of stockholders for election of directors, —

Location of general offices, Louisville, Ky.

OFFICERS OF COMPANY.	RESIDENCE.
President.....	E. H. Green.....New York.
Secretary.....	D. Thompson.....New York.
Gen'l Manager.....	J. G. Metcalfe.....Louisville, Ky.
Superintendent.....	C. Marshall.....New Orleans.
Traffic Manager.....	S. R. Knott.....Louisville, Ky.
Gen'l Freight Agent.....	.....
Gen'l Passenger Agent.....	C. P. Atmore.....Louisville, Ky.
Attorney.....	Gaylord B. Clark.....Mobile, Ala.

Length of main line and branches: New Orleans to Mobile, 140.39 miles. No branches. Within Mississippi, 73.83 miles.

FINANCIAL.

Amount capital stock authorized.....	\$4,000,000 00
Amount capital stock issued.....	4,000,000 00
Number of shares.....	40,000
Dividend declared during year 1890, none; 1891, none.	

Funded Debt:

Mortgage bonds.....	\$6,000,000 00
Miscellaneous bonds.....	None.
Income bonds.....	None.
Total funded debt.....	\$6,000,000 00
Total cost of construction and equipment.....	10,482,977 95
Cost per mile.....	74,670 40

Income Account:

Gross earnings from operation.....	\$558,657 44
Less operating expenses.....	332,303 85
Income from operation.....	226,353 59

Income from other sources.....	None.
Total income.....	226,353 59
Deduction from income on account interest, rent, taxes, etc.....	191,655 30
Net income.....	34,698 29

CONTRACT WITH EXPRESS COMPANIES.—Contract with Adams and Southern Express Companies, they paying the railroad company 40 per cent. of gross earnings.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract with Pullman Palace Car Company, they maintaining their cars, and this company paying three cents per mile run per car.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with Western Union Telegraph Company, this company reserving a special wire over its lines, and being entitled to send business telegrams beyond its line free of charge, in return for which it transports material and employees of the telegraph company free.

Average daily compensation of

General officers.....	\$11 50
General office clerks.....	2 55
Station agents.....	2 16
Enginemen.....	4 25
Firemen.....	2 12
Conductors.....	3 38
Machinists.....	2 25
Carpenters.....	1 97
Section Foremen.....	1 88
Switchmen, flagmen and watchmen.....	1 96
Telegraph operators.....	2 38
Passenger earnings per mile of road.....	\$3,823 36
Passenger earnings per train mile.....	1 36
Number passengers carried earning revenue.....	370,149
Number passengers carried one mile.....	23,522,400
Average distance carried.....	63
Number tons freight carried.....	562,472
Number tons freight carried one mile.....	45,720,541
Freight earnings per mile of road.....	\$4,070 09
Freight earnings per train mile.....	2 25
Gross earnings per mile of road, passenger and freight.....	7,958 08
Expenses per mile of road.....	4,784 01
Net revenue per mile of road.....	3,224 07

Freight traffic classified according to commodities.

	Per cent. of traffic
Grain, flour, etc.....	2.09
Cotton.....	6.13

Fruit and vegetables.....	2.17
Live stock, dressed meats, etc.	2.16
Coal, ores, coke, etc.....	.49
Lumber, etc.....	9.11
Sugar, etc.....	12.73
Iron, cement, etc.....	1.69
Agricultural implements, wagons, etc.....	1.16
Fertilizers	1.50
Miscellaneous.....	60.77

Equipment:

None. Equipment owned by lessee company.

Number new rails laid during year, none; number new ties laid during year, 16,803.

Accidents:

Number of employees killed.....	None.
Number of employees injured.....	9
Number of passengers killed.....	None.
Number of passengers injured.....	None.
Number of trespassers killed.....	3
Number of trespassers injured.....	1

STATIONS IN MISSISSIPPI.

Distance from New Orleans:

	Miles.		Miles.
Claiborne.....	39.8	De Buys.....	73.3
Gulf View.....	45.2	Beauvoir.....	75.3
Waveland.....	48.6	Camp Ground.....	78.0
Umanville.....	50.5	Biloxi.....	80.0
Bay St. Louis.....	52.5	Ocean Springs.....	84.0
Henderson's Point.....	55.1	Belle Fontaine.....	90.4
Pass Christian.....	58.1	West Pascagoula.....	97.0
Long Beach.....	63.8	Scranton.....	95.2
Mississippi City.....	71.0	Murray.....	102.5

NEW ORLEANS AND NORTH EASTERN RAIL- ROAD CO.

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, October 14th, 1888.

Reference to charter and amendments: Incorporated under laws of Louisiana in 1868, amended in 1870 and in 1871. Incorporated in Mississippi by act of March 30th, 1871, and amended by acts of February 27th, 1872, and February 23rd, 1883.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
Henry Abraham.....	New Orleans.	November 5th, 1891.
Jules Aldidge.....	New Orleans.	November 5th, 1891.
Harry H. Hall.....	New Orleans.	November 5th, 1891.
J. P. Richardson.....	New Orleans.	November 5th, 1891.
R. M. Wamsley.....	New Orleans.	November 5th, 1891.
Frank S. Bond.....	New York ..	November 5th, 1891.
D. Graff.....	New York ..	November 5th, 1891.
C. C. Harvey.....	Cincinnati ..	November 5th, 1891.
Charles Schiff.....	Cincinnati ..	November 5th, 1891.

Number of stockholders at last election, 48.

Date of last meeting of stockholders for election of directors, November 5th, 1890.

Location of general offices, New Orleans and Cincinnati.

OFFICERS OF COMPANY.	RESIDENCE.
President.....	Charles Schiff..... Cincinnati.
Vice-President.....	C. C. Harvey..... Cincinnati.
Secretary.....	John Glynn, Jr..... New Orleans.
Treasurer.....	H. H. Tatem..... Cincinnati.
Gen'l Counsel.....	Edward Colston..... Cincinnati.
Gen'l Attorney.....	Harry H. Hall..... New Orleans.
Comptroller.....	Chas. H. Davis..... Cincinnati.
Gen'l Manager.....	Richard Carroll.... Cincinnati.
Superintendent.....	A. Clarke..... New Orleans.
Traffic Manager.....	D. Miller..... Cincinnati.
Gen'l Freight Agent.....	R. X. Ryan..... Cincinnati.
Ass't Gen'l Freight Agent.....	G. P. Biles..... Cincinnati.
Gen'l Passenger Agent.....	D. G. Edwards..... Cincinnati.

Length of main line and branches: Line from Meridian, Miss., to New Orleans (no branches), 195.52 miles; within Mississippi, 153.04.

FINANCIAL.

Amount capital stock authorized.....	\$5,000,000 00
Amount capital stock issued.....	5,000,000 00
Number of Shares.....	50,000
Dividend declared during year 1890, none; 1891, none.	

Funded Debt :

Mortgage bonds	\$6,120,000 00
Miscellaneous obligations.....	None.
Income bonds	None.
Total funded debt.....	6,120,000 00
Total cost of construction and equipment.....	10,742,692 45
Cost per mile.....	54,944 21

Income Account :

Gross earnings from operation.....	\$1,134,303 58
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Less operating expenses.....	836,514 87
Income from operation.....	297,788 71
Income from other sources.....	6,465 15
Total income.....	304,253 86
Deduction from income on account interest, rent, taxes, etc.....	398,647 81
Net deficit.....	94,393 95

CONTRACT WITH EXPRESS COMPANIES.—Contract with Baltimore and Ohio Express Company for five years from December 1st, 1886. Railroad company receives 45 per cent. of gross receipts from express business.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract with Mann Budoir Car Company for fifteen years from October 12th, 1884, whereby the railroad company pays one cent per mile run for cars.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with Western Union Telegraph Company until October 1st, 1906. The railroad company to receive 50 per cent. of gross earnings from telegraph business.

Average Daily Compensation of :

General officers.....	\$3 90
General office clerks.....	2 39
Station agents.....	2 43
Enginemen.....	4 56
Firemen.....	2 27
Conductors.....	3 43
Machinists.....	2 23
Carpenters.....	2 34
Section Foremen.....	2 03
Switchmen, flagmen and watchmen.....	1 99
Telegraph operators.....	2 88
Passenger earnings per mile of road.....	\$1,298 95
Passenger earnings per train mile.....	76
Number passengers carried earning revenue.....	209,571
Number passengers carried one mile.....	10,409,3 4
Average distance carried.....	49
Number tons freight carried.....	556,065
Number tons freight carried one mile.....	84,281,236
Freight earnings per mile of road.....	\$4,389 09
Freight earnings per train mile.....	1 82
Gross earnings per mile of road, passenger and freight.....	5,790 21
Expenses per mile of road.....	4,270 11
Net revenue per mile of road.....	1,520 10

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	5.72

Cotton	9.86
Fruit and vegetables	8.51
Live stock, dressed meats, etc.	2.46
Coal, ores, coke, etc.	13.59
Lumber	25.95
Sugar, etc.	12.31
Iron, cement, etc.	8.96
Agricultural implements, wagons, etc.	1.75
Merchandise	7.36
Miscellaneous	353

Equipment :

Locomotives	36
Cars in passenger service	17
Cars in freight service	1,594
Gravel cars, cabooses, etc.	32
Cars leased	None.

Number new rails laid during year, none; number new ties laid during year, 46,119.

Accidents :

Number of employees killed	5
Number of employees injured	20
Number of passengers killed	None.
Number of passengers injured	None.
Number of trespassers killed	1
Number of trespassers injured	None.

STATIONS IN MISSISSIPPI

Distance from Meridian :

	Miles.		Miles.
Meridian		Tuscanola	73
Wright's	6	Albertson's Mill	73
Corinne	8	Smith's	77
Enterprise	17	Eastabuchee	77
Wautubbee	21	Hattiesburg	85
Cooper's	24	Richburg	91
Pachuta	27	Okahola	97
Barnett	31	Poitevent	100
Vossburg	36	Purvis	102
Heidelberg	40	Smith and Garrison's Mill	103
Sandersville	47	Talawah	107
Errata	49	Garretson's Mill	109
Laurel	56	Piotona	111
Cox's Mill	61	Lumberton	112
Ellisville	64	Daviston	114
Melrose	65	Davis' Mill No. 1	115
Howell Lumber Co.	68	Blackwell's	117
Ferguson	71	Hillsdale	118

Orvisburg	121	McNeils	139
White's	125	Carriere	143
Poplarville	125	Mitchell	147
Derby	132	Picayune	149
McClure's Mill	136	Tbigpens	150
Gravel Pit	138	Nicholson	153

ALABAMA GREAT SOUTHERN RAILROAD CO.

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, November 30th, 1877.

Reference to charter and amendments: Originally chartered as the North-east and South-west Alabama Railroad Company, acts February 27th, 1854. Name changed to Alabama and Chattanooga Railroad Company by act May 13th, 1871. In 1877 the road was sold by order of the United States Circuit Court for Southern District of Alabama, and purchased by John Swann, Agent, who conveyed it to the Alabama Great Southern Railroad Company, incorporated in 1877.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
Augustus B. Abraham	London, Eng	Yearly.
H. Doughty Brown	London, Eng	Yearly.
Calvin S. Brice	Lima, O	Yearly.
Roger Eykyn	London, Eng	Yearly.
Francis Paog	London, Eng	Yearly.
T. W. Snagge	London, Eng	Yearly.
John H. Inman	New York	Yearly.
Charles M. McGhee	New York	Yearly.
John G. Moore	New York	Yearly.
Samuel Thomas	New York	Yearly.
Charles Schiff	Cincinnati, O	Yearly.

Number of stockholders at last election, 9.

Date of last meeting of stockholders for election of director, October 22d, 1890.

Location of general offices, Birmingham and Cincinnati.

OFFICERS OF COMPANY.	RESIDENCE.
Chairman of the Board and President	Samuel Thomas New York.
Vice-President	Henry Fink
Secretary	L. M. Schwann New York.
Treasurer	H. H. Tatem
Gen'l Counsel	Edward Colston Cincinnati.
Comptroller	Charles H. Davis Cincinnati.

Gen'l Manager.....	Richard Carroll.....	Cincinnati.
Superintendent.....	James McCarty.....	Birmingham.
Traffic Manager.....	D. Miller.....	Cincinnati.
Gen'l Freight Agent.....	R. X. Ryan.....	Cincinnati.
Ass't Gen'l Freight Agent.....	G. P. Biles.....	Cincinnati.
Gen'l Passenger Agent ..	D. G. Edwards	Cincinnati.

Length of main line and branches, 307.97 miles; length of main line in Mississippi, 18.78 miles.

FINANCIAL.

Amount capital stock authorized.....	\$11,830,000 00
Amount capital stock issued.....	11,210,350 00
Number of shares.....	236,600 00
Dividend declared during year 1890, 6 per cent. on preferred stock; 6 per cent. on preferred stock for six months.	

Funded Debt:

Mortgage Bonds.....	\$4,247,360 00
Miscellaneous obligations.....	238,000 00
Income Bonds.....	None.
Total funded debt.....	4,485,360 00
Total cost of construction and equipment.....	14,767,290 04
Cost per mile.....	50,884 84

Income Account:

Gross earnings from operation.....	\$1,946,015 67
Less operating expenses.....	1,303,129 55
Income from operation.....	642,886 12
Income from other sources.....	40,519 54
Total income.....	683,405 66
Deduction from income on account interest, rent, taxes, etc.....	287,954 02
Net income.....	395,451 64
Less "interim" dividend (for six months)....	96,106 77
Surplus.....	299,344 87

CONTRACT WITH EXPRESS COMPANIES.—Contract with the Baltimore and Ohio Express Company for five years from December 1st, 1886, whereby the railroad company receives 45 per cent. of the gross earnings of the express company.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract with Mann Budoir Car Company for fifteen years from October, 1884. The railroad company pays one cent per mile run for use of cars.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with Western Union Telegraph Company, February 12th, 1885, for twenty years telegraph line privilege, whereby the railroad company receives 50 per cent. of the gross receipts from telegraph business.

Average daily compensation of

General officers.....	\$4 43
General office clerks.....	2 57
Station Agents.....	1 92
Enginemen.....	4 49
Firemen.....	2 27
Conductors.....	3 94
Machinists.....	2 34
Carpenters.....	2 09
Section foremen.....	1 97
Switchmen, flagmen and watchmen.....	1 93
Telegraph operators.....	2 19
Passenger earnings per mile of road.....	\$2,088 60
Passenger earnings per train mile.....	93
Number passengers carried earning revenue.....	407,989
Number passengers carried one mile.....	21,535,462
Average distance carried.....	52
Number tons freight carried.....	1,385,257
Number tons freight carried one mile.....	146,538,409
Freight earnings per mile of road.....	\$4,423 38
Freight earnings per train mile.....	1 49
Gross earnings per mile of road, passenger and freight.....	6,585 27
Expenses per mile of road.....	4,409 76
Net revenue per mile of road.....	2,175 51

Freight traffic classified according to commodities.

	Per cent. of traffic:
Grain, flour, etc.....	3.81
Cotton.....	2.67
Fruit and vegetables.....	1.19
Live stock, dressed meats, etc.....	.75
Coal, ores, coke, etc.....	51.94
Lumber.....	6.68
Sugar, etc.....	2.49
Iron, cement, etc.....	22.31
Agricultural implements, wagons, etc.....	1.33
Merchandise.....	4.67
Miscellaneous.....	2.16

Equipment:

Locomotives.....	61
Cars in passenger service.....	32
Cars in freight service.....	3,115
Gravel cars, cabooses, etc.....	67
Cars leased.....	None.

Number new rails laid during year, none; number new ties laid during year, 12,560.

Accidents:

Number of employees killed.....	None.
Number of employees injured.....	3
Number of passengers killed.....	None.
Number of passengers injured.....	None.
Number of trespassers killed.....	None.
Number of trespassers injured.....	1

STATIONS IN MISSISSIPPI.

Distance from Meridian:

	Miles.		Miles.
Meridian.....	.0	Toomsuba.....	12.8
Wallace.....	4.8	Kewanee.....	16.9

ALABAMA AND VICKSBURG RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1891.

Date of organization, March 18, 1889.

Reference to charter and amendments: Chartered as the Vicksburg and Meridian Railroad Company, and under foreclosure proceedings in United States Circuit Court for Southern District of Mississippi, the second mortgage bondholders purchased the property and organized under present name March 18, 1889.

Name of constituent companies, and reference to act authorizing consolidation.—The Vicksburg and Meridian Railroad Company was reorganized January 28, 1867, by consolidation of the Clinton and Vicksburg Railroad Company chartered December 19, 1831, the Vicksburg and Jackson Railroad Company, chartered in 1835, and the Southern Railroad Company, chartered February 23, 1846, which last named company was consolidated with the Vicksburg and Jackson Railroad Company by act of December 26, 1846.

DIRECTORS.	POSTOFFICE ADDRESS.	EXPIRATION OF TERM.
G. T. Bonner	New York.....	November 2, 1891
C. C. Harvey	Cincinnati	November 2, 1891
W. L. Nugent.....	Jackson, Miss.....	November 2, 1891
Charles Schiff	Cincinnati, Ohio.....	November 2, 1891
J. F. Winslow	Cincinnati, Ohio.....	November 2, 1891

Number of stockholders at last election, 30.

Date of last meeting of stockholders for election of directors, November 3, 1890.

Location of general offices, Cincinnati and Vicksburg.

OFFICERS OF COMPANY.	RESIDENCE.
President	Charles Schiff Cincinnati.
Vice-President	C. C. Harvey Cincinnati.
Secretary and Treasurer	H. H. Tatem Cincinnati.
General Counsel	Edward Colston .. Cincinnati.
General Attorney	W. L. Nugent Jackson, Miss.
Comptroller	Charles H. Davis.. Cincinnati.
General Manager	Richard Carroll .. Cincinnati.
Superintendent	W. W. Bonds Vicksburg, Miss.
Traffic Manager	D. Miller Cincinnati.
General Freight Agent	R. X. Ryan Cincinnati.
Asst. Gen'l Freight and Passenger Agent	I. Hardy Vicksburg, Miss.
Gen'l Passenger Agent	D. G. Edwards... Cincinnati.

Length of main line and branches :

	Miles.
Meridian to Vicksburg	139.88
Vicksburg extension to Mississippi River landing..	3.51
Total	143.39

FINANCIAL.

Amount capital stock authorized	\$700,000 00
Amount capital stock issued	700,000 00
Number of shares	7,000
Dividend declared during year 1890, none; 1891, 3 per cent.	

Funded Debt :

Mortgage bonds	\$2,168,217 72
Miscellaneous obligations	72,935 20
Income bonds	None.
Total funded debt	2,241,152 92
Total cost of construction and equipment	2,967,892 80
Cost per mile	20,698 05

Income Account :

Gross earnings from operation	\$648,243 72
Less operating expenses	478,539 04
Income from operation	169,704 68
Income from other sources	None.
Total income	169,704 68
Deduction from income on account interest, rent, taxes, etc.	137,015 45
Net income	32,689 23
Less dividend 3 per cent.	21,000 00
Surplus	11,689 23

CONTRACT WITH EXPRESS COMPANIES.—Contract with the Baltimore and Ohio Express Company for five years from

December 1st, 1886, the railway company receiving 45 per cent. of the gross earnings of the express company.

CONTRACT WITH SLEEPING CAR COMPANIES.—Contract with Mann Budoir Car Company for fifteen years from October, 1884, whereby the railway company pays one cent. per mile run for use of cars.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with the Western Union Telegraph Company for twenty years from February 12th, 1885, whereby the railway company receives 50 per cent. of gross receipts of telegraph business.

Average daily compensation of

General officers.....	\$1 90
General office clerks.....	1 79
Station agents.....	2 40
Enginemen.....	4 96
Firemen.....	2 47
Conductors.....	3 56
Machinists.....	2 26
Carpenters.....	2 53
Section foremen.....	2 01
Switchmen, flagmen and watchmen.....	1 89
Telegraph operators.....	1 88
Passenger earnings per mile of road.....	\$1,726 62
Passenger earnings per train mile.....	1 16
Number passengers carried earning revenue.....	212,296
Number passengers carried one mile.....	8,143,933
Average distance carried.....	38
Number tons freight carried.....	235,816
Number tons freight carried one mile.....	22,714,763
Freight earnings per mile of road.....	\$2,722 06
Freight earnings per train mile.....	2 36
Gross earnings per mile of road, passenger and freight.....	4,520 84
Expenses per mile of road.....	3,337 32
Net revenue per mile of road.....	1,183 52

Freight traffic classified according to commodities.

	Per cent of traffic
Grain, flour, etc.....	13.64
Cotton.....	12.78
Fruit and Vegetables.....	.72
Live stock, dressed meat, etc.....	2.93
Coal, ores, coke, etc.....	27.80
Lumber.....	15.84
Sugar, etc.....	1.41
Iron, cement, etc.....	5.01
Agricultural implements, wagons, etc.....	2.28

Merchandise.....	8.27
Miscellaneous.....	9.32

Equipment :

Locomotives.....	18
Cars in passenger service.....	13
Cars in freight service.....	473
Gravel cars, cabooses, etc.....	16
Cars leased.....	None.

Number new rails laid during year, 987 tons; number new ties laid during year, 71,693.

Accidents :

Number of employees killed.....	3
Number of employees injured.....	20
Number of passengers killed.....	1
Number of passengers injured.....	3
Number of trespassers killed.....	2
Number of trespassers injured.....	6

STATIONS IN MISSISSIPPI.

Distance from Vicksburg :

	Miles.		Miles.
Meridian.....	140	Brandon.....	59
Lost Gap.....	134	Green's.....	55
Graham.....	129	Howell's.....	52
Lacey.....	125	Pearson's.....	49
Chunky.....	123	Woodlawn.....	48
Hickory.....	117	Jackson.....	44
Chambers.....	111	McRaven.....	39
Newton.....	109	Clinton.....	35
Sand Pit.....	108	Perch Place.....	31
Lawrence.....	105	Bolton.....	27
East Mill.....	103	Midway.....	23
Lake.....	99	Edwards.....	18
Fairchild's Mill.....	97	Griswold's.....	17
Forest.....	91	Beulah.....	16
Raworth.....	85	Smith's.....	14
Gravel Pit Junction.....	81	Big Black.....	12
Morton.....	80	Bovina.....	10
Cox's Mill.....	79	Newman's.....	8
Clarksburg.....	75	Mt. Albon.....	7
Armstead's.....	74	Five Mile Switch.....	5
Pelahatchie.....	71	Four Mile Bridge.....	4
Spear's.....	64	Vicksburg.....	

KANSAS CITY, MEMPHIS AND BIRMINGHAM RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, February 1st, 1887.

Reference to charter and amendments: Chartered February 18th, 1886, and amended March 2d, 1888.

Name of constituent companies, and reference to act authorizing consolidation: First chartered as the Holly Springs and Mobile R. R. Co., November 23rd, 1859. Name changed to Memphis, Holly Springs, Okolona and Selma R. R. Co. by act February 20th, 1867. Name again changed to Selma, Memphis and Marion R. R. Co., by act July 21st, 1870. Re-organized in 1874 as the Memphis, Holly Springs, and Selma R. R. Co. Name changed in 1881, to Memphis, Selma and Brunswick, R. R. Co. Name again changed to Memphis, Birmingham and Atlantic R. R. Co., confirmed by act of January 22d, 1886. Formed February 1st, 1887, by consolidation under present name, and ratified by act of March 2d, 1888.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
George H. Nettleton...	Kansas City, Mo.	February 3rd, 1892.
Charles Merriam	Boston.....	February 3rd, 1892.
Abbott Lawrence	Boston.....	February 3rd, 1892.
T. Jefferson Coolidge...	Boston.....	February 3rd, 1892.
E. V. R. Thayer.....	Boston.....	February 3rd, 1892.
Nathaniel Thayer.....	Boston.....	February 3rd, 1892.
Francis Bartlett	Boston.....	February 3rd, 1891.
Alex. Cochrane.....	Boston.....	February 3rd, 1892.
H. H. Hunnewell	Boston.....	February 3rd, 1892.

Number of stockholders at last election, 291.

Date of last meeting of stockholders for election of directors, February 4th, 1891.

Location of general offices, Kansas City Mo.

OFFICERS OF COMPANY.	RESIDENCE.
President and Gen'l Mgr. George H. Nettleton..	Kansas City.
Secretary and Treasurer. Charles Merriam...	Boston..
Gen't Solicitor.....	Wallace Pratt
Comptroller	J. S. Ford.....
Auditor	Cyrus Garnsey, Jr.
Superintendent.....	John H. Sullivan.....
Traffic Manager.....	M. L. Sargent.....
Gen'l Freight Agent ..	W. C. Stith.....
Gen'l Passenger Agent..	J. E. Lockwood.....

Length of main line and branches: Main line, Memphis, Tenn., to Birmingham, Ala., 253.24 miles; branch, Aberdeen Junction, Miss., to Aberdeen, Miss., 12.27 miles; branch, Ensley, Ala., to Bessemer, Ala., 11.06 miles; main line within Mississippi, 130.62 miles; Aberdeen branch, 12.27 miles; Total within Mississippi, 142.89.

FINANCIAL.

Amount capital stock authorized.....	\$6,250,000 00
Amount capital stock issued.....	5,956,000 00
Number of shares.....	62,500
Dividend declared during year 1890, none; 1891, none.	

Funded Debt:

Mortgage bonds.....	\$6,892,000 00
Miscellaneous obligations.....	1,191,000 00
Income bonds.....	None.
Total funded debt.....	8,083,000 00
Total cost of construction and equipment.....	14,022,481 33
Cost per mile.....	50,701 37

Income Account:

Gross earnings from operation.....	\$1,192,165 23
Less operating expenses.....	914,235 87
Income from operation.....	277,929 36
Income from other sources.....	20,494 98
Total income.....	298,424 34
Deduction from income on account interest, rent, taxes, etc.....	474,489 72
Net deficit.....	176,065 38

CONTRACT WITH EXPRESS COMPANIES.—Contract with Southern Express Company dated May 18th, 1889, expiring May 1st, 1894. The railroad company furnishes car space, and receives 40 per cent. of gross earnings of express company, not to be less than \$12,000 per annum. The railroad company furnishes storage and office room, and receives therefor \$1,500 per annum.

CONTRACT WITH SLEEPING CAR COMPANIES.—Pullman sleepers are run on basis of three cents per mile run paid to the car company, the railroad company furnishing lights, fuel, ice and water.

CONTRACT WITH TELEGRAPH COMPANIES.—Contract with Western Union Telegraph Company dated July 7th, 1887, expiring April 27th, 1909, whereby a telegraph line was constructed jointly. The railroad company receives free telegraph service beyond its road to the extent of \$2,386 per annum, and pays half rates for excess.

Average daily compensation of

General officers.....	\$6 48
General office clerks.....	2 59
Station agents.....	1 47
Enginemen.....	4 00
Firemen.....	2 25
Conductors.....	3 00
Machinists.....	2 35
Carpenters.....	2 35
Section foremen.....	1 53
Switchmen, flagmen and watchmen.....	2 11
Telegraph operators.....	1 91

Passenger earnings per mile of road.....	\$1,261 01
Passenger earnings per train mile.....	84
Number passengers carried earning revenue.....	279,266
Number passengers carried one mile.....	8,562,574
Average distance carried.....	35
Number tons freight carried.....	732,718
Number tons freight carried one mile.....	86,659,851
Freight earnings per mile of road.....	\$2,980 09
Freight earnings per train mile.....	1 04
Gross earnings per mile of road, passenger and freight.....	4,310 54
Expenses per mile of road.....	3,305 62
Net revenue per mile of road.....	1,004 92

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	11.40
Cotton.....	3.91
Fruit and vegetables.....	.61
Live stock, dressed meats, etc.....	2.97
Coal, ores, coke, etc.....	50.44
Lumber.....	4.57
Sugar, etc.....	.17
Iron, cement, etc.....	12.92
Agricultural implements, wagons, etc.....	.28
Merchandise.....	6.14
Miscellaneous.....	6.59

Equipment ;

Locomotives.....	41
Cars in passenger service.....	29
Cars in freight service.....	1,741
Gravel cars, cabooses, etc.....	28
Cars leased.....	1 official car

Number new rails laid during year, none; number new ties laid during year, 71,814.

Accidents :

Number of employees killed.....	2
Number of employees injured.....	11
Number of passengers killed.....	None.
Number passengers injured.....	None.
Number of trespassers killed.....	1
Number of trespassers injured.....	None.

STATIONS IN MISSISSIPPI.

Distance from Memphis :

	Miles.		Miles.
Kelly.....	15.4	Blue Springs.....	90.1
Olive Branch.....	18.1	Sherman.....	93.8
Miller.....	22.7	Bells.....	98.2
Byhalia.....	28.3	Tupelo.....	104.7
Victoria.....	32.7	Plantersville.....	108.5
Red Banks.....	36.0	Nettleton.....	116.8
Mahon.....	39.9	Bigbee.....	124.9
Holly Springs.....	44.7	Amory.....	127.6
Potts Camp.....	57.4	Acker.....	134.0
Hickory Flat.....	64.6	Aberdeen.....	141.2
Myrtle.....	71.0	Quincy.....	137.1
New Albany.....	78.8	Gatman.....	145.4
Wallerville.....	84.4		

MEMPHIS AND CHARLESTON RAILROAD CO.

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, February 2d, 1846.

Reference to charter and amendments: Chartered by the State of Tennessee in 1846, with several subsequent amendments.

Name of constituent companies, and reference to act authorizing consolidation: The company purchased the property of the LaGrange and Memphis Railroad, and was built on the right of way originally owned by it. Transfer authorized by act of Tennessee of February 25th, 1852.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
Chas. M. McGhee.....	New York.....	one year after election.
Calvin S. Brice.....	Lima, O.....	one year after election.
Samuel Thomas.....	New York.....	one year after election.
John G. Moore.....	New York.....	one year after election.
Samuel Shethor.....	New York.....	one year after election.

John I. Martin.....Brooklyn.....one year after election.
 E. H. R. Lyman.....Brooklyn.....one year after election.
 Napoleon Hill.....Memphis.....one year after election.
 J. C. Neeley.....Memphis.....one year after election.
 R. H. Richards.....Atlanta.....one year after election.
 H. S. Chamberlain.. Chattanooga...one year after election.
 Addison White.....Huntsville, Ala.one year after election.

Number of stockholders at last election, 775.

Date of last meeting of stockholders for election of directors, November 11th, 1886.

Location of general offices, Memphis, Tenn.

OFFICERS OF COMPANY.

RESIDENCE.

Chairman of the Board..	Samuel Thomas.....	New York.
President.....	C. H. McGhee.....	New York.
First Vice-President.....	C. S. Brice.....	Lima, O.
Second Vice-President..	Henry Fink.....	New York.
Third Vice-President....	S. M. Felton.....	New York.
Secretary.....	L. M. Schwan.....	New York.
Treasurer.....	H. C. Wilton.....	Memphis.
Gen'l Solicitor.	Hoadley L. Johnson...	Memphis.
Auditor.....	T. D. Flippen.....	Memphis.
Gen'l Manager.....	C. H. Hudson.....	Knoxville.
Gen'l Superintendent....	W. A. Vaughan.....	Knoxville.
Superintendent.....	R. B. Pegram.....	Memphis.
Traffic Manager.....	E. Fitzgerald.....	Knoxville.
Gen'l Freight Agent....	J. S. Davant.....	Knoxville.
Ass't Gen'l Freight Agent.	T. S. Davant.....	Memphis.
Gen'l Passenger Agent..	B. W. Wrenn.....	Knoxville.
Ass't Gen'l Pass. Agent..	C. A. De Saussure....	Memphis.

Length of main line and branches: Owned, 292 miles;
 operated under contract, 38 miles; length of line in Mississippi, 33.40 miles.

FINANCIAL.

Amount capital stock authorized....	\$5,312,725 00
Amount capital stock issued.....	5,312,725 00
Number of shares.....	212,509
Dividend declared during year 1890, none; 1891, none.	

Funded Debt:

Mortgage bonds.....	\$5,524,000 00
Miscellaneous obligations.....	395,204 70
Income bonds.....	None.
Total funded debt.....	5,919,204 70
Total cost of construction and equipment.....	10,855,246 26
Cost per mile.....	37,175 50

Income Account :

Gross earnings from operation	\$1,740,563	20
Less operating expenses	1,237,514	46
Income from operation	503,048	74
Income from other sources	86,079	49
Total income	539,128	23
Deduction from income on account interest, rent, taxes, etc.	442,964	13
Net income	96,164	10

CONTRACT WITH EXPRESS COMPANIES.—With Southern Express Company.

CONTRACT WITH SLEEPING CAR COMPANIES.—With Pullman Palace Car Company.

CONTRACT WITH TELEGRAPH COMPANIES.—With Western Union Telegraph Company, for transmitting railroad telegrams, and for transporting telegraph supplies.

Average daily compensation of

General officers	\$7	67
General office clerks	2	82
Station agents	2	18
Enginemen	3	19
Firemen	1	49
Conductors	3	21
Machinists	2	35
Carpenters	1	98
Section foremen	1	32
Switch, flagmen and watchmen	1	58
Telegraph operators	1	31
Passenger earnings per mile of road	\$1,752	99
Passenger earnings per train mile	1	06
Number passengers carried earning revenue	437,118	
Number passengers carried one mile	21,498,835	
Average distance carried	49	
Number tons freight carried	807,877	
Number tons freight carried one mile	129,719,895	
Freight earnings per mile of road	\$3,418	49
Freight earnings per train mile	1	29
Gross earnings per mile of road, passenger and freight	5,274	43
Expenses per mile of road	3,750	04
Net revenue per mile of road	1,524	39

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc	15.99
Cotton	6.65
Fruit and vegetables	1.62

Live stock, dressed meats, etc.....	4.74
Coal, ores, coke, etc.....	37.30
Lumber.....	11.07
Sugar.....	.34
Iron, cement, etc.....	10.17
Agricultural implements, wagons, etc.....	1.00
Fertilizers.....	.95
Merchandise.....	8.48
Miscellaneous.....	1.69

Equipment :

Locomotives.....	
Cars in passenger ser	ce..... 40
Cars in freight serv	ic..... 1,197
Gravel cars, cabooses,	tc..... 49
Cars leased.....	None.
Number new rails	id during year, none; number new
ties laid during year,	1,177.

Accidents :

Number of employees killed.....	None.
Number of employees injured.....	3
Number of passengers killed.....	None.
Number of passengers injured.....	2
Number of trespassers killed.....	None.
Number of trespassers injured.....	None.

STATIONS IN MISSISSIPPI.

Distance from Memphis:

	Miles.		Miles.
Wenasoga.....	88	Burnsville.....	108
Corinth.....	93	Walker's Switch.....	109
Glen's.....	101	Iuka.....	115
105 Mile Siding.....	105	Gravel Siding.....	118

GULF AND CHICAGO RAILROAD CO.

FOR YEAR ENDING JUNE 30TH, 1891.

Date of organization, August 1st, 1889.

Reference to charter and amendments: This company is composed of the Ship Island, Ripley and Kentucky, and the Northern Division of the Gulf and Ship Island Railroads, both of them having been sold under mortgage.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
John W. T. Falkner.....	Oxford, Miss.....	July 31st, 1891.
N. G. Carter.....	Ripley, Miss.....	July 31st, 1891.
L. D. Hines.....	Ripley, Miss.....	July 31st, 1891.
Will Hines.....	Ripley, Miss.....	July 31st, 1891.
C. L. Harris.....	Ripley, Miss.....	July 31st, 1891.
E. F. Campbell.....	Memphis, Tenn....	July 31st, 1891.

Number of stockholders at last election, 7.

Date of last meeting of stockholders for election of directors, August 1st, 1889.

Location of general offices, Ripley, Miss.

	OFFICERS OF COMPANY.	RESIDENCE.
Chairman of the Board..	J. W. T. Falkner.....	Oxford.
Vice-President	J. W. T. Falkner.....	Oxford.
Secretary	C. L. Harris.....	Ripley.
Treasurer.....	E. F. Campbell.....	Memphis.
Gen'l Solicitor.....	J. W. T. Falkner.....	Oxford
Gen'l Manager.....	C. L. Harris.....	Ripley.
Gen'l Freight Agent....	M. C. Falkner.....	Ripley.

Length of main line and branches: Middleton, Tenn., to Pontotoc, Miss. (no branches), 62.50 miles; within Mississippi, 57 miles.

FINANCIAL.

Amount capital stock authorized.....	\$400,000 00
Amount capital stock issued.....	400,000 00
Number of shares	4,000
Dividend declared during year 1890, 2½ per cent.; 1891, ½ of 1 per cent.	

Funded Debt:

Mortgage bonds.....	None.
Miscellaneous obligations.....	None.
Income bonds.....	None.
Total cost of construction and equipment estimated at.....	\$250,000 00

Income Account:

Gross earnings from operation.....	\$42,904 55
Less operating expenses....	37,537 75
Income from operation.....	5,366 80
Income from other sources.....	None.
Total income.....	5,366 80
Deduction from income on account taxes.....	2,866 80
Net income.....	2,500 00
Dividend, ½ of 1 per cent.....	2,500 00

CONTRACT WITH EXPRESS COMPANIES.—None.

CONTRACT WITH SLEEPING CAR COMPANIES.—None.

CONTRACT WITH TELEGRAPH COMPANIES.—None.

Average daily compensation of

General officers.....	\$3 20
Station agents.....	72
Enginemen	2 50
Firemen.....	1 00
Conductors.....	2 50
Machinists	4 00
Carpenters.....	2 00
Section foremen.....	1 20
Passenger earnings per mile of road.....	\$190 94
Passenger earnings per train mile.....	25
Number passengers carried earning revenue.....	32,000
Number passengers carried one mile.....	308,889
Average distance carried.....	10
Number tons freight carried.....	8,180
Number tons freight carried one mile.....	122,700
Freight earnings per mile of road.....	\$495 53
Freight earnings per train mile	65
Gross earnings per mile of road, passenger and freight.....	686 47
Expenses per mile of road....	600 60
Net revenue per mile of road.....	85 87

Equipment:

Locomotives	4
Cars in passenger service.....	5
Cars in freight service.....	35

Number new rails laid during year, none; number new ties laid during year, 26,859.

Accidents:

Number of employees killed.....	None.
Number of employees injured.....	None.
Number of passengers killed.....	None.
Number of passengers injured.....	None.
Number of trespassers killed.....	None.
Number of trespassers injured.....	None.

STATIONS IN MISSISSIPPI.

Distance from Pontotoc:

	Miles.		Miles.
Pontotoc.....	0	Blue Mountain.....	36
Cherry Creek.....	8	Ripley	38
Ingomar	12	Falkner	45
New Albany.....	20	Tiplersville	50
Cotton Plant.....	28	Walnut.....	55
Guyton	33		

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1891.

Date of organization, August 12th, 1884.

Reference to charter and amendments: Chartered under laws of Mississippi, August 8th, 1870 (amended April 19th, 1873), and March 9th, 1882.

Name of constituent companies, and reference to act authorizing consolidation: Tennessee Southern; Memphis and Vicksburg; New Orleans, Baton Rouge, Vicksburg and Memphis, and New Orleans and Mississippi Valley Railroad Companies. Consolidated August 12th, 1884, under act of March 3d, 1882.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
R. T. Wilson.....	New York....	Until successor is elected
C. P. Huntington...	New York....	Until successor is elected
J. E. Gates.....	New York....	Until successor is elected
Wm. Johnston.....	New York....	Until successor is elected
E. H. Pardee.....	New York....	Until successor is elected
Wm. Mahl.....	New York....	Until successor is elected
J. M. Edwards.....	Memphis.....	Until successor is elected
E. Martin.....	Vicksburg....	Until successor is elected
A. C. Hutchinson...	New Orleans..	Until successor is elected

Number of stockholders at last election, 50.

Date of last meeting of stockholders for election of directors, October 5th, 1890.

Location of general offices, Memphis, Tenn., and New York City.

OFFICERS OF COMPANY.	RESIDENCE.
President.....	R. T. Wilson.....New York.
Vice-Pres. & Gen. Man..	J. M. Edwards...Memphis.
Secretary.....	C. H. Bosher....New York.
Treasurer.....	F. H. Davis.....New York.
Auditor.....	J. T. Penton....New York.
General Attorneys....	Yerger & Percy ..Grenville, Miss.
Assistant Gen'l Manager.	A. M. Cooke....New Orleans, La.
Div. Superintendent....	A. A. Sharpe....Memphis.
Div. Superintendent....	Geo. D. Lawrence.Vicksburg.
Traffic Manager.....	E. W. How.....Memphis.
Gen'l Passenger Agent.	P. R. Rogers ....Memphis.
Land Commissioner....	G. W. McGinnis...Memphis.

LENGTH OF MAIN LINE AND BRANCHES.	
Main line.....	456.18
Branches.....	341.60
Total	797.78

Total in Mississippi.....	626.36
Amount of capital stock authorized	\$ 5,000,000 00
Amount capital stock issued.....	\$5,000,000 00
Number of shares.....	50,000
Dividend declared during year 1890, none; 1891, none.	

Funded Debt :

Mortgage bonds.....	\$25,236,000 00
Income bonds.....	10,000,000 00
Total funded debt.....	35,236,000 00
Total cost of construction and equipment....	42,097,648 14
Cost per mile.....	52,768 48

Income Account :

Gross earnings from operation.....	\$3,716,429 72
Less operating expenses.....	2,656,516 97
Income from operation.....	1,059,912 75
Income from other sources.....	11,514 21
Total income.....	1,071,426 96
Deduction from income on account interest, rent, taxes, etc.....	754,245 83
Net income.....	317,181 13

CONTRACT WITH EXPRESS COMPANIES.—Contract with Pacific Express Company, and with Southern Express Company on Natchez Branch.

CONTRACT WITH SLEEPING CAR COMPANIES.—With Pullman Palace Car Company at usual basis.

CONTRACT WITH TELEGRAPH COMPANIES.—With Western Union Telegraph Company, whereby railroad company receives 50 per cent. of revenue.

Average daily compensation of

General officers.....	\$9 07
General office clerks.....	2 85
Station agents.....	2 13
Enginemen.....	3 97
Firemen.....	1 73
Conductors.....	3 39
Machinists.....	3 10
Carpenters.....	1 98
Section foremen.....	2 08
Switchmen, flagmen and watchmen.....	2 16
Telegraph operators.....	2 57
Passenger earnings per mile of road.....	\$1,255 24
Passenger earnings per train mile.....	1 01
Number passengers carried earning revenue....	1,044,980
Number passengers carried one mile.....	40,863,850
Average distance carried.....	39

Number tons freight carried.....	994,327
Number tons freight carried one mile.....	224,146,200
Freight earnings per mile of road.....	\$ 3,041 93
Freight earnings per train mile.....	1 62
Gross earnings per mile of road, passenger and freight.....	\$ 4,658 46
Expenses per mile of road.....	3,329 88
Net revenue per mile of road.....	1,328 58

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	1.38
Cotton.....	1.58
Fruit and vegetables.....	.3
Live stock, dressed meats, etc.....	3.6
Coal, ores, coke, etc.....	6.5
Lumber.....	15.5
Sugar, etc.....	5.3
Iron, cement, etc.....	4.8
Merchandise.....	20.9
Miscellaneous.....	13.5

Equipment :

Locomotives.....	105
Cars in passenger service.....	68
Cars in freight service.....	2,746
Gravel cars, cabooses, etc.....	132

Number new rails laid during year, none; number new ties laid during year, 327,789.

Accidents :

Number of employees killed.....	13
Number of employees injured.....	218
Number of passengers killed.....	None.
Number of passengers injured.....	10
Number of trespassers killed.....	14
Number of trespassers injured.....	33

STATIONS IN MISSISSIPPI.

Main Line—Distance from Vicksburg :

	Miles.		Miles.
Whitaker.....	105	Kells.....	78
Centerville.....	100	Garden City.....	76
Tatums.....	97	Knoxville.....	75
Gloster.....	91	White Apple.....	69
Coles.....	86	Roxie.....	66
Days.....	83	Orange.....	63
Ryans.....	80	Hamburg.....	60

RAILROAD COMMISSION.

51

	Miles.		Miles.
McNair	56	Burdette	77
Harriston.....	49	Isenbergs	79
Melton	44	Leland.....	81
Hays	42	Atholl.....	82
Russums	37	Helm	89
Port Gibson.....	29	Choctaw	93
Oak Lawn.....	25	Shaws	96
Ingleside.....	23	Bibbs	104
Galloways.....	21	Cleveland.....	107
Parnell	19	Renovo Mills.....	110
Allens	17	Matthews	112
Yokena	13	Merigold	113
Glass.....	9	Mound Bayou.....	116
Warrenton	7	Shelby	122
Mattingly.....	6	Hushpuckana	126
Vicksburg.....	0	Duncan.....	129
Kings.....	3	Alligator Lake.....	132
Blakely	8	Bobo	136
Redwood.....	11	Clarksdale	144
Katzenmeyer	14	Lyon.....	146
Flowerree.....	16	Clover Hill.....	150
Hardee.....	20	Burke.....	154
Halpin.....	22	Coahoma	157
Kelso Crossing	25	Walton	161
Smedes.....	28	Lula	164
Onward	30	Hamlin.....	166
Watsonia.....	32	Lewis Switch.....	167
Cary.....	36	Carnesville.....	168
Egremont.....	40	Busby	172
Rolling Fork.....	44	Clayton	175
Riverside Junction.....	46	Evansville.....	172
Helena.....	47	Tunica.....	182
Anguilla	49	Hollywood.....	186
Nitta Yuma.....	53	Bowdre	189
Panther Burn.....	56	Robinsonville.....	192
Percy.....	59	Clacks.....	194
Overbys	62	Penton.....	196
Hollondale.....	64	Holloway.....	197
Estill	67	Lake Cormorant.....	200
Cooks	69	Glover	203
Arcola	71	Walls.....	205
Wilmot	74	Lake View	208

Riverside Division—Distance from Coahoma :

	Miles.		Miles.
Coahoma	0	Dickerson	10
Friar's Point	6	Stovall.....	11

	Miles.		Miles.
Moreno.....	18	Lamont.....	75
Green Grove.....	23	Winterville.....	78
Hillhouse.....	27	Wilzinski.....	82
Littles.....	31	Greenville.....	87
Round Lake.....	33	Swiftwater.....	92
Deeson.....	35	Wayside.....	97
Perthshire.....	39	Avon.....	100
Gunnison.....	42	James.....	102
Rosedale.....	50	Glenora.....	103
Beulah.....	55	Longwood.....	106
Lobdell.....	60	Erwins.....	109
Dahomey.....	63	Hampton.....	115
Benoit.....	65	Glen Allen.....	117
Nugent.....	67	Graces.....	118
Scott.....	71	Riverside Junction.....	125

Tallahatchie Division—Distance from Clarksdale:

	Miles.		Miles.
Clarksdale.....	5	Webbs.....	23
Earnest.....	6	Swan Lake.....	29
Dublin.....	10	Glendora.....	33
Tutwiler.....	15	Minter City.....	39

Helena Branch.—Distance from Lula:

	Miles.		Miles.
Lula.....	0	Powells.....	4
Mascott.....	1	State Levee.....	6
Stewarts.....	2	Glendale.....	7

Jonestown Branch.—Distance from Lula.

	Miles.		Miles.
Lula.....	0	Wildwood.....	6
Kenambu.....	1	Matagorda.....	9
Barbee's.....	2	Jonestown.....	10
Yazoo Pass.....	3	Eagle Nest.....	12
Perkins.....	5		

Natchez Branch.—Distance from Natchez.

	Miles.		Miles.
Harriston.....	28	Stanton.....	19
Fayette.....	26	Nine-Mile Crossing.....	6
Stamper.....	19	Fosters.....	2
Cannonsburg.....	14	Natchez.....	2

Jackson Branch.—Distance from Jackson.

	Miles.		Miles.
Harriston.....	71	Martin.....	56
Stonington.....	69	Hermanville.....	50
Red Lick.....	65	St. Elmo.....	47
Tillman.....	59	Carlisle.....	45

McCaleb	42	Oakley	21
Myles	40	Raymond	16
Carpenter	39	McRaven	9
Utica	32	Van Winkle	4
Adams	27	Jackson	0
Learned	24		

Woodville Branch.—Distance from Woodville.

Woodville	0	Turnbulls	5
Ashwood	4		

REPORT OF THE NEW ORLEANS AND NORTH- WESTERN RAILWAY COMPANY,

FOR YEAR ENDING JUNE 30TH, 1891.

This road is in the hands of C. H. Hammett and Wm. D. Jenkins, Receivers.

Date of organization, December 27th, 1889.

Reference to charter and amendments: Chartered under laws of Mississippi, March 14th, 1884.

Name of constituent companies, and reference to act authorizing consolidation: Chartered as the New Orleans, Natchez and Fort Scott Railway Company in Louisiana.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
B. F. Hammett	St. Louis, Mo	April 20, 1892
L. K. Hyde	Titusville, Pa	April 20, 1892
F. O. Henderson	Sioux City, Iowa	April 20, 1892
J. W. Craney	Natchez, Miss	April 20, 1892
A. H. Foster	Natchez, Miss	April 20, 1892
F. K. Green	Natchez, Miss	April 20, 1892
Jas. W. Lambert	Natchez, Miss	April 20, 1892
T. E. Morrison	Natchez, Miss	April 20, 1892
J. S. Shields	Natchez, Miss	April 20, 1892

Number of stockholders at last election, 9.

Date of last meeting of stockholders for election of directors, April 20th, 1891.

Location of general office, Natchez, Miss.

OFFICERS OF COMPANY.		RESIDENCE.
President.....	B. F. Hammett...	St. Louis.
Vice-President.....	L. K. Hyde.....	Titusville, Pa.
Secretary.....	Jas. W. Lambert.....	Natchez.
Treasurer.....	W. H. Mallery.....	Natchez.
General Solicitor.....	K. Palmer Lanneau.....	Natchez.

Auditor R. Popkins Natchez.
 General Manager T. E. Morrison Natchez.
 Chief Engineer W. D. Jenkins Natchez.

LENGTH OF MAIN LINE AND BRANCHES.

	Miles
Main line, Natchez, Miss., to Rayville, La.....	77.00
Within Mississippi.....	2.66
No branches.	

FINANCIAL.

Amount capital stock authorized	\$15,000,000 00
Amount capital stock issued	4,500,000 00
Number of shares	150,000
Dividend declared during year 1891.....	None.
Funded debt	None.
Total cost of construction and equipment....	1,049,993 03
Cost per mile.....	13,636 27

Income Account:

Gross earnings from operation.....	\$ 29,187 48
Less operating expenses	29,860 89
Deficit	673 41
Deduction from income on account permanent improvements	9,812 43
Total deficit ...	10,485 84

CONTRACT WITH EXPRESS COMPANIES.—Contract with Southern Express Company, on basis of 50 per cent. of revenue compensation.

CONTRACT WITH SLEEPING CAR COMPANIES.—None.

CONTRACT WITH TELEGRAPH COMPANIES.—None.

Average daily compensation of

General officers.....	\$5 75
Station agents.....	1 72
Enginemen	4 00
Firemen	1 50
Conductors	3 40
Carpenters	2 50
Section foremen	1 50
Passenger earnings per mile of road	\$ 119 67
Passenger earnings per train mile	26
Number passengers carried earning revenue	9,599
Number passengers carried one mile.....	225,190
Average distance carried	3
Number tons freight carried	3,906
Number tons freight carried one mile	177,331
Freight earnings per mile of road	\$ 257 42

RAILROAD COMMISSION.

55

Freight earnings per train mile.....	56
Gross earnings per mile of road, passenger and freight.....	377 02
Expenses per mile of road.....	385 79
Net deficit per mile of road....	8 77

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.....	8.06
Cotton.....	36.79
Live stock, dressed meat, etc.....	7.52
Lumber.....	14.44
Agricultural implements, wagons, etc.....	.43
Fertilizers.....	.28
Merchandise.....	31.70
Miscellaneous.....	.78

Equipment :

Locomotives.....	4
Cars in passenger service.....	2
Cars in freight service.....	83

Number new rails laid during year, 278 tons ; number new ties laid during year, 7,500.

Accidents :

Number of employees killed.....	None.
Number of employees injured.....	None.
Number of passengers killed.....	None.
Number of passengers injured.....	None.
Number of trespassers killed.....	None.
Number of trespassers injured.....	None.

Stations in Mississippi, Natchez.

GEORGIA PACIFIC RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1891.

Date of organization, December 31, 1881.

Reference to charter and amendments: Chartered in Mississippi as the Columbus, Fayette and Decatur Railroad Company April 6th, 1871, and as the Greenville, Columbus and Birmingham Railroad Company, March 6th, 1880; consolidated by authority of general laws of Alabama under present name on December 31st, 1881.

DIRECTORS.

POST OFFICE
ADDRESS.EXPIRATION
OF TERM.

John H. Inman.....	New York.....	December 29, 1891
Joseph Bryan.....	Richmond, Va....	December 29, 1891

Calvin S. Brice.....	Lima, Ohio.....	December 29, 1891
George S. Scott.....	New York.....	December 29, 1891
John A. Rutherford.....	New York.....	December 29, 1891
J. C. Mabin.....	New York.....	December 29, 1891
George J. Gould.....	New York.....	December 29, 1891
Robert Jemison.....	Birmingham, Ala.....	December 29, 1891

Number of stockholders at last election, 127.

Date of last meeting of stockholders for election of directors, December 29th, 1890.

Location of general offices, Atlanta, Ga., and Birmingham, Ala.

OFFICERS OF COMPANY.

RESIDENCE.

President.....	Jos. Bryan.....	Richmond, Va.
Secretary and Treasurer.....	A. J. Raub.....	New York.
Auditor.....	H. C. Ansley.....	Atlanta, Ga.
General Solicitor.....	Jas. Weatherly.....	Birmingham, Ala.
General Manager.....	W. H. Green.....	Washington, D.C.
Superintend't.....	W. B. Ryder.....	Birmingham, Ala.
Traffic Manager.....	Sol. Hass.....	Atlanta, Ga.
Division F't Agent.....	G. S. Barnum.....	Birmingham, Ala.
Gen'l Passenger Agent.....	J. L. Taylor.....	Atlanta, Ga.

Length of main line and branches :

	Miles.
Atlanta to Greenville.....	462.52
Branches.....	107.15
Line in Mississippi.....	241.31
Amount capital stock authorized.....	\$1,440,000 00
Amount capital stock issued.....	769,950 00
Number of shares.....	14,400
Dividend declared during year 1890,"none"; 1891, none.	

•Funded Debt :

Mortgage bonds.....	\$1,089,341 90
Miscellaneous obligations.....	120,135 45
Income bonds.....	458,810 90
Total funded debt.....	1,668,288 25
Total cost of construction and equipment..	Not given
Cost per mile.....	Not given

Income Account :

Gross earnings from operation.....	\$170,038 42
Less operating expenses.....	171,191 91
Deficit from operation.....	1,153 49
Income from other sources.....	None.
Deduction from income on account interest, rent, taxes, etc.....	116,683 02
Net deficit.....	117,836 51

CONTRACT WITH EXPRESS COMPANIES.—None given.

CONTRACT WITH SLEEPING CAR COMPANIES.—None given.

CONTRACT WITH TELEGRAPH COMPANIES.—None given.

Average daily compensation of

General officers.....	Not given
General office clerks	Not given
Station agents	\$1 83
Enginemen	3 50
Firemen.....	1 67
Conductors.....	2 70
Machinists	2 63
Carpenters.....	2 40
Section foremen.....	1 71
Switchmen, watchmen and flagmen	1 43
Telegraph operators ..	1 88
Passenger earnings per mile of road.....	\$ 1,123 69
Passenger earnings per train mile.....	1 03
Number passengers carried earning revenue.....	49,590
Number passengers carried one mile	1,859,025
Average distance carried.....	37
Number tons freight carried	123,272
Number tons freight carried one mile.....	11,220,841
Freight earnings per mile of road.....	\$ 2,043 76
Freight earnings per train mile	1 00
Gross earnings per mile of road, passenger and freight.....	3,208 27
Expenses per mile of road.....	3,230 03
Net deficit per mile of road	21 76

Equipment :

Locomotives	106
Cars in passenger service.....	19
Cars in freight service	208
Gravel cars, cabooses, etc.....	16
Cars leased	3,397

Number new rails laid during year, 518 tons ; number new ties laid during year, 26,126.

Accidents :

Number of employees killed.....	4
Number of employees injured	32
Number of passengers killed.....	2
Number of passengers injured	5
Number of trespassers killed	3
Number of trespassers injured	3

NOTE.—The earnings, expenses, etc., of this road are only given for that part of the line within Mississippi.

STATIONS IN MISSISSIPPI.

Distance from Greenville :

	Miles.		Miles.
Greenville.....	0	Winona.....	83
Fish Lake.....	5	Rutherford.....	93
Buckner.....	7	Stewart.....	101
Stoneville.....	9	Tomnolen.....	106
Elizabeth.....	11	Eupora.....	113
Bogue.....	13	Sapa.....	117
Holly Ridge.....	19	Mathiston.....	121
Heathman.....	21	Maben.....	124
Indianola.....	25	Pheba.....	132
Baird.....	30	Cedar Bluff.....	139
Morehead.....	35	Mhoon's Valley.....	143
McNeil.....	43	West Point.....	150
Itta Bena.....	46	Dupre.....	156
East Roebuck.....	48	Waverly.....	160
Yazoo River.....	51	Columbus.....	168
Greenwood.....	55	Steens.....	177
Carrollton.....	70		

Deer Creek Branch :

	Miles.		Miles.
Leesburg.....	13	Estell.....	25
Ditchley.....	14	Warsaw.....	26
Burdett.....	15	Hollondale.....	28
Livingston.....	18	Overby.....	30
Arcola.....	21	Sharkey.....	32

Tallahatchie Branch—Distance from Itta Bena :

	Miles.		Miles.
Itta Bena.....	0	Minter City.....	19.3
Marye.....	2.3	Black Bayou.....	24.5
Rixwood.....	7.5	Sturdivant.....	25.3
Maryland.....	10.6	Robeson's.....	31.5
Sunnyside.....	13.3	Webb.....	34.0

EAST TENNESSEE, VIRGINIA & GEORGIA RAIL-
WAY COMPANY.

FOR YEAR ENDING JUNE 30TH, 1891.

Date of organization, June 30th, 1886.

Reference to charter and amendments: Chartered under laws of Tennessee.

Name of constituent companies, and reference to act

authorizing consolidation: This company is successor to the East Tennessee, Virginia and Georgia Railroad Company, sold under foreclosure May 25th 1886, and organized under present name June 30th, 1886.

DIRECTORS.	POST OFFICE ADDRESS.	EXPIRATION OF TERM.
Samuel Thomas.....	New York.....	November 18, 1891
Calvin S. Brice.....	Lima, O.....	November 18, 1891
J. H. Inman.....	New York.....	November 18, 1891
Chas. M. McGehee.....	New York.....	November 18, 1891
John G. Moore.....	New York.....	November 18, 1891
Thomas M. Logan.....	New York.....	November 18, 1891
John Greenough.....	New York.....	November 18, 1891
Samuel M. Feltoo.....	New York.....	November 18, 1891
William L. Bull.....	New York.....	November 18, 1891
George J. Gould.....	New York.....	November 18, 1891
George Coppel.....	New York.....	November 18, 1891
James Swann.....	New York.....	November 18, 1891
Edward J. Sanford.....	Knoxville.....	November 18, 1891
Evap Howell.....	Atlanta.....	November 18, 1891

Number of stockholders at last election, 1,488.

Date of last meeting of stockholders for election of directors, November 19, 1890.

Location of general offices, Knoxville, Tenn., and New York City.

OFFICERS OF COMPANY.	RESIDENCE.
Chairman of the Board..	Samuel Thomas.....
President	Samuel M. Felton....
Vice-President	Calvin S. Brice.....
Vice-President	Henry Fink.....
Secretary	L. M. Schwan.....
Treasurer.....	J. N. Mitchell.....
General Solicitor	Wm. M. Baxter.....
Auditor.. ..	Wm. Hawn.....
General Manager	C. H. Hudson.....
Division Superintendent..	J. M. Bridges.....
Traffic Manager.....	Edwin Fitzgerald....
General Freight Agent ..	T. S. Davant.....
General Passenger Ag't..	B. W. Wrenn.....

LENGTH OF MAIN LINE AND BRANCHES.

	Miles.
Length of line in Mississippi	7.73

FINANCIAL.

Amount capital stock authorized.....	\$57,000,000 00
Amount capital stock issued.....	57,000,000 00
Number of shares	570,000

Dividends declared during the year 1890 on first preferred stock, 5 per cent.; 1891, on first preferred stock, 5 per cent.

Funded Debt:

Mortgage bonds\$36,960,000 00

Total funded debt.....\$36,960,000 00

Total cost of construction and equipment....\$83,007,745 37

Cost per mile 66,592 65

Income Account:

Gross earnings from operation.....\$ 6,718,729 14

Less operating expenses..... 4,455,988 17

Income from operation.....\$ 2,262,740 97

Income from other sources..... 127,083 24

Total income.....\$ 2,389,824 51

Deductions from income on account interest,
rent, taxes, etc..... 2,118,292 76

Net income.....\$ 271,531 75

CONTRACT WITH EXPRESS COMPANIES—Contract with Southern Express Company, whereby the railway company gets 40 per cent. on through and 45 per cent. on local business.

CONTRACT WITH SLEEPING CAR COMPANIES—None in Mississippi.

CONTRACT WITH TELEGRAPH COMPANIES—Contract with Western Union Telegraph Company, whereby the railway company receives 50 per cent. of receipts at purely railroad offices, and certain privileges.

Average daily compensation of

Station Agents.....\$3 60

Section foremen..... 1 92

Switchmen, flagmen and watchmen..... 1 58

Telegraph operators..... 1 32

Passenger earnings per mile of road..... \$1,515 38

Passenger earnings per train mile..... .89

Number passengers carried earning revenue 1,256,622

Number passengers carried one mile..... 64,205,584

Average distance carried..... 51

Number tons freight carried 3,443,851

Number tons freight carried one mile.....524,079,201

Freight earnings per mile of road..... \$3,854 21

Freight earnings per train mile..... 1 35

Gross earnings per mile of road, passenger and freight	5,457 50
Expenses per mile of road	3,619 51
Net revenue per mile of road	1,837 99

Freight traffic classified according to commodities.

	Per cent. of traffic.
Grain, flour, etc.	34.27
Cotton	20.67
Fruit and vegetables	1.06
Live stock, dressed meats, etc.	2.42
Coal, ores, coke, etc.	5.94
Lumber .....	.70
Sugar, etc.	2.61
Iron, cement, etc.	5.31
Agricultural implements, wagons, etc.	1.50
Merchandise	5.08
Miscellaneous	20.44

Equipment :

Locomotives	227
Cars in passenger service	147
Cars in freight service	7,303
Gravel cars, cabooses, etc.	282
Cars leased	1,606

Number new rails laid during year, none; number new ties laid during year, no record kept by states.

Accidents :

Number of employees killed	1
Number of employees injured	3
Number of passengers killed	None
Number of passengers injured	None
Number of trespassers killed	None
Number of trespassers injured	None

STATIONS IN MISSISSIPPI.

Distance from Meridian.

Meridian	0	Lauderdale	18
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ERRATA.

The report of accidents on the Illinois Central Railroad on page 20 should read as follows :

Number of employees killed	11
Number of employees injured.....	149
Number of passengers killed.....	1
Number of passengers injured	6
Number of trespassers killed.....	12
Number of trespassers injured.. ..	19

LAWS OF MISSISSIPPI

RELATING TO THE

SUPERVISION OF RAILROADS.

[No. 1.]

ACT CREATING COMMISSION.

AN ACT to provide for the regulation of freight and passenger rates on railroads in this State, and to create a commission to supervise the same, and for other purposes.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi,* That the track of every railroad in this State is a public highway over which all persons have equal rights of transportation for passengers and freight on the payment of just compensation to the owner of the railroad for such transportation; and any person or corporation engaged in transporting passengers or freights over any railroad in this State, who shall exact, receive or demand more than the rate specified in any bill of lading issued by such person or corporation, or who, for his or its advantage, or for the advantage of any connecting line, or for any person or locality, shall make any discrimination in transportation against any individual, locality, or corporation, shall be guilty of extortion.

Damages—Actions to Recover.

SEC. 2. That the party injured may recover of the person or corporation guilty of extortion, as defined in this act, twice the amount of damages sustained by the over-charge or discrimination, as the case may be, in any court having jurisdiction of the amount in any county where the person or corporation operating the railroad does business, and that such actions to recover damages under this act shall be commenced within ninety days after the cause of action accrues.

Penalties for Extortion.

SEC. 3. That any person or corporation who shall commit extortion as defined by this act shall be deemed guilty of a

misdemeanor, and on conviction shall be fined not less than ten nor more than five hundred dollars; *provided*, that no action for damages shall be sustained for extortion, or penalty inflicted for a violation of this Act, against any person or corporation who has previously submitted its passenger rates and schedule of freight charges to the railroad commission hereinafter established, and which has been approved by said commission, and complied with by said railroad company.

Commission Created—Oath and Bond.

SEC. 4. That a commission is hereby created to consist of three commissioners, whose qualifications shall be the same as the general qualifications required by law for other State officers, to be known as the Railroad Commission of the State of Mississippi, whose term of office shall be two years and until their successors are appointed and qualified, and said commissioners shall each take the oath prescribed by law for other State officers, and give bond in the sum of ten thousand dollars, payable to the State of Mississippi, with two or more good sureties, to be approved by the Governor, for the faithful performance of their duties as such commissioners, and said bond shall be filed in the office of the Secretary of State; and thereupon the Governor shall issue commissions accordingly.

How Appointed—Salaries, Vacancies, Who Not Eligible.

SEC. 5. That immediately after the passage of this Act the Governor, with the advice and consent of the Senate, shall appoint said railroad commissioners. And if vacancies occur by death, resignation, or otherwise, when the Legislature is not in session, such vacancies shall be filled by appointment, to be made by the Governor; such appointees to hold their office until the next meeting of the Legislature thereafter, when their successors shall be appointed as herein provided. The salary of each commissioner shall be two thousand five hundred dollars per annum, to be paid from the State Treasury in the manner provided by law for the salary of other State officers, and the commission may employ a clerk at a salary not to exceed fifteen hundred dollars, to be paid in a like manner. No person in the employ of any railroad corporation, nor any person owning or operating a railroad in this State, or owning any stock in any railroad corporation, shall be eligible to the office of commissioner of railroads. And any commissioner herein provided for, who shall directly or indirectly accept any gift, gratuity, emolument or employment from any person or corporation owning

or operating any railroad during his continuance in office, shall forfeit his office and may be impeached and removed from office for that cause, as well as for any of the causes specified by law for the impeachment of other State officers; and shall be subject to a criminal prosecution, and upon conviction fined not less than one thousand nor more than ten thousand dollars, or imprisoned in the State penitentiary not less than one nor more than ten years, or both such fine and imprisonment, at the discretion of the court; *provided*, that nothing in this Act shall be so construed as to prevent said commissioners or the clerk from accepting free transportation while traveling in the discharge of their duties.

Tariffs of Charges.

SEC. 6. That it shall be the duty of all persons or corporations who shall own or operate a railroad in this State, within thirty days after the passage of this Act, to furnish the Commission with its tariff of charges for transportation of every kind, and it shall be the duty of said Commission to revise said tariff of charges so furnished, and determine whether or not and in what particular, if any, said charges are more than just compensation for the services to be rendered, and whether or not unjust discrimination is made in such tariff of charges against any person, locality or corporation, and when said charges are corrected, as approved by said Commission, the Commission shall then append a certificate of its approval to said tariff of charges, but in revising or establishing any and every tariff of charges, it shall be the duty of said Commission to take into consideration the character and nature of the service to be performed and the entire business of such railroad, together with its earnings from the passenger and other traffic, and shall so revise such tariffs as to allow a fair and just return on the value of such railroad, its appurtenances and equipments; and it shall be the duty of said Commission to exercise a watchful and careful supervision over every such tariff of charges, and to continue such tariff of charges from time to time, as justice to the public and each of said railroad companies may require, and to increase or reduce any of said rates according as experience and business operations may show to be just; and said Commission shall accordingly fix tariffs of charges for those railroads failing to furnish tariffs of charges as above required. And it shall be the duty of said railroad companies or persons operating any railroad in this State to post at each of its depots all rates, schedules and tariffs for the transportation of passengers and freights, made or approved by said Railroad Commission, with said

certificate of approval, within ten days after said approval, in some conspicuous place at such depot; and it shall be unlawful for any such person or corporation to make any rebate or reduction from such tariff in favor of any person, locality or corporation, which shall not be made in favor of all other persons, localities or corporations by a change in such published rates, except as may be allowed by the Commission; and when any change is contemplated to be made in the schedule of passenger or freight rates of any railroad by the Commission, said Commission shall give the person or corporation operating or managing said railroad, notice in writing at least ten days before such change of the time and place at which such change will be considered.

Penalty for Unauthorized Rebate.

SEC. 7. That any person or corporation, as aforesaid, who shall make any reduction or rebate prohibited by this Act, without the approval of the Commission, shall be guilty of a misdemeanor, and upon conviction shall be fined not less than ten, nor more than five hundred dollars.

Exceptions as to Fairs, Expositions, etc.

SEC. 8. That this Act shall not prevent any railroad company from transporting freight or persons free of charge, or at reduced rates, for any religious, charitable or benevolent purpose, or for any industrial exposition, fair or association of a public nature, or for transporting immigrants into this State, or persons prospecting with a view of locating or bringing immigrants into this State, or for pleasure excursions.

Complaints—How Heard and Determined.

SEC. 9. That it shall be the duty of said Commission to hear all complaints made by any person against any such tariff of rates so approved, on the ground that the same, in any respect, is for more than just compensation, or that such charges, or any of them, amount to, or operate so as to effect unjust discrimination; such complaint must be in writing, and specify the items in the tariff against which complaint is made, and if it appears to the Commission that there may be justice in the complaint, or that the matter ought to be investigated, the Commission shall forthwith furnish to the person or corporation operating the railroad, a copy of the complaint, together with notice—which said notice shall be served as other legal process is now required by law to be served on railroad companies—that at a time and place stated in the notice, the tariff as to said items will be revised by the Commission, and at such time and place

it shall be the duty of the Commission to hear the parties to the controversy, in person or by counsel, or both, and such evidence as may be offered, oral or in writing, and may examine witnesses on oath conforming to the mode of proceedings as nearly as may be convenient, to that required of arbitrators, giving such time and latitude to each side, and regulating the opening and conclusion of any argument as the Commission may consider best adapted to arrive at the truth, and when the hearing is concluded, the Commission shall give notice of any changes deemed proper by them to be made, to the person or corporation operating the railroad; *provided*, in no instance shall any corporation, railroad or person be criminally or civilly liable for the making of any charge or discrimination whatever, if the same is not in violation of the tariff of charges, or rules and regulations prescribed by the Commission.

Office at Capitol—Meetings.

SEC. 10. That said Commission shall have an office at the capitol, and shall meet there as often as business may require, and shall remain in session until all business before them is disposed of; and shall hold other sessions at such times and places as may be necessary for the proper discharge of their duties, or as the convenience of the parties, in the judgment of the Commission, may require; *provided*, that the clerk of said Commission shall remain at the office at the capital, and receive all official communications, unless he shall be, by order of the Commission, in attendance at other sessions not held at the capital, as herein provided for.

Expenses of Commission—How Paid.

SEC. 11. That all money paid out under this Act shall be paid on warrant of the Auditor to the Treasurer, as by law provided, including such sum as may be necessary to procure office furniture, stationery and other office expenses, including rent of office of said commission; *provided*, such office expenses and rent shall not exceed five hundred dollars per annum; and also all actual transportation expenses of the commissioners and clerk.

Copies of Leases and Contracts.

SEC. 12. That every person or corporation operating a railroad in this State shall furnish the said commission with all the information required relative to the management of their respective lines, and particularly with copies of all leases, contracts and agreements for transportation with express, sleeping car or other companies to which they are parties.

Notice of Accidents.

SEC. 13. That every railroad company shall, within twenty-four hours after the occurrence of an accident to a train, attended with serious personal injury, on any portion of its line, within the limits of this State, give notice of the same to the railroad commissioners, who, upon information of such accident, may repair or dispatch one or more of their number to the scene of said accident and inquire into the facts and circumstances thereof, which shall be recorded in the minutes of their proceedings, and embraced in their annual report.

Annual Reports to Legislature.

SEC. 14. That the commission shall make annual reports to the Governor on or before the first day of January in each year for transmission to the Legislature, of their doings for the year ending on the 30th day of September next preceding, containing such facts as will disclose the actual working of the railway system in this State, and such suggestions as to the general railroad policy of the State as may seem to them appropriate.

Railroads to Make Quarterly Returns.

SEC. 15. That it shall be the duty of every railroad company or person operating a railroad in this State, to make quarterly returns of the business of said railroad to the Railroad Commission of Mississippi, which returns shall embrace all the receipts and expenditures of said railroad, and be made according to forms furnished by the said railroad commissioners for that purpose.

SEC. 16. That the quarterly returns herein provided shall be made as aforesaid within thirty days after the end of each quarter to which they relate, and any railroad company, or persons operating any railroad in this State, which shall fail or refuse to make the quarterly returns as provided for in this Act, shall forfeit to the State of Mississippi fifty dollars for every day of such refusal or neglect.

SEC. 17. That the said quarterly returns shall be sworn to by one or more officers of said company, or of the persons operating said railroad, who have knowledge of their truth, and any person knowingly swearing falsely to any statement in any of said quarterly reports shall be guilty of perjury.

Reception Rooms—Bulletin Boards.

SEC. 18. That it shall be the duty of the commissioners to inspect the depots of the railroads operated in this State, and see that at least one comfortable and suitable reception

room is provided at each depot for the use and accommodation of persons desiring and awaiting transportation over their line; and any railroad company failing or refusing to provide such room, after sixty days notice from the commissioners to provide the same, shall be liable to a penalty of not less than fifty dollars for each day they so fail or refuse to provide such room; and said railroad company shall keep at all times in such reception rooms a bulletin board, which shall show the time of the arrival and departure of trains, and when any passenger train or other train for transporting passengers is delayed, notice of same shall be made on said bulletin board for the information of passengers, stating as nearly as can be ascertained the extent of the delay and probable time of arrival.

Matters Determined by Commission.

SEC. 19. That the determination of every matter by said commission shall be in writing, and proof thereof shall be made by a copy of the same, duly certified to by the clerk of said commission; and whenever any matter has been determined by said commission, in the course of any proceeding before it relating to the regulation or supervision of any railroad in this State, and coming within the jurisdiction of said commission, proof of the fact of such determination, duly certified as aforesaid, shall be received in all of the courts of this State, or before any officers thereof in all civil cases, as *prima facie* evidence that such determination was right and proper; and the record of the proceedings of said commission shall be deemed a public record, and shall at all reasonable times be subject to the inspection of the public.

Commissioners May Administer Oaths.

SEC. 20. That said commission or any one of said commissioners may, in the discharge of any duties imposed upon them by this act, administer oaths, take affidavits, and summon and examine witnesses under oath, in all matters coming before them; and if any person shall testify falsely, or make any false affidavit or oath, before said Commission, or before any of said Commissioners, or before any officer, to any matter coming before said Commission, he shall be deemed guilty of perjury, and upon conviction thereof, shall be punished according to law.

How Process by Commission to be Executed.

SEC. 21. That all summons for witnesses to appear before said Commission, or before any one or more of said Commissioners, and notices to persons or corporations, shall

be issued by one of said Commissioners, and be directed to any sheriff, constable or marshal of any city or town, who shall execute the same in his baliwick, and make due return thereof as directed therein, under the penalties prescribed by law for a failure to execute and return the process of any court; and if any person, duly summoned to appear and testify before said Commission, or before any one or more of said Commissioners, shall fail or refuse to appear and testify without a lawful excuse, or shall refuse to answer any proper question propounded to him by said Commission or any of said Commissioners, or if any person shall obstruct said Commission, or one or more of said Commissioners, in the discharge of duty, or shall conduct himself in a rude, disrespectful or disorderly manner before said Commission or any of them deliberating when in the discharge of duty, such person shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined not less than fifty nor more than one thousand dollars.

Compensation of Witnesses.

SEC. 22. That witnesses summoned to appear before said commission shall be entitled to the same per diem and mileage as witnesses attending circuit court; and witnesses summoned by said Commission on its behalf shall be paid out of the State Treasury, on warrants to be drawn by the Auditor upon the certificate of the Commission showing the amount and items thereof, to which such witness may be entitled; and witnesses summoned for any railroad shall be paid by such railroad.

Penalty for Violating Tariff of Charges.

SEC. 23. That if any railroad company, or person, or corporation operating any railroad in this State, shall violate any of the provisions of this Act, or the tariff of charges as fixed by such Commission, such company, person or corporation shall be liable to a penalty of five hundred dollars for each violation not otherwise provided for; and such penalty may be recovered by an action to be brought in the name of the State of Mississippi, in any county where such violation may occur, or injury or wrong be done. The Commission shall institute such action through the district attorney of the proper district, and no such suit shall be dismissed without the consent of the court and of said Commission; and if any district attorney shall neglect for thirty days, after notice, to bring any such suit, the Commission may direct some attorney-at-law to bring the same, and his fee therefor shall be fixed by the court, and shall not exceed fifty per cent. of the amount collected; and the district attorney shall not inter-

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ere in such suit, and the same shall not be dismissed without consent as aforesaid; *provided*, that in all trials of cases brought for a violation of any tariff of charges as fixed by the Commission, it may be shown in defense that such tariff so fixed was unjust.

The Remedies Hereby Given.

SEC. 24. That the remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this Act shall not be construed as repealing any statute giving such remedies.

Street Railways Excepted.

SEC. 25. That the provisions of this act shall apply to and include all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall operate a railroad in this State, (street railways excepted.)

Election of Commissioners—When Schedules to be Enforced.

SEC. 26. That hereafter the election of Railroad Commissioners shall be at such time, in such manner and for such term as may be determined by the Legislature.

SEC. 27. That the schedules adopted by the Commission for charges for transportation of persons and freight shall not be enforced against any railroad in this State before the first day of May, A. D., 1884.

SEC. 28. That this Act shall take effect and be in force from and after its passage.

Approved, March 11, 1884.

[No. 2.]

SUPPLEMENTAL ACT.

AN ACT supplemental to an Act entitled an Act to provide for the regulation of freight and passenger rates on railroads in this state, and to create a commission to supervise the same, and for other purposes, approved March 11, 1884.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That the Act entitled an Act to provide for the regulation of freight and passenger rates on railroads in this State, and to create a commission to supervise the same, and for other purposes, approved March 11, 1884, shall not be so construed as to authorize said commissioners to require bulletin boards to denote the delay of trains noted thereon, or to require the erection of station houses in any case where,

in their judgment, the public travel does not make it necessary, nor shall said Act be so construed as to require said commission to investigate or call upon any railroad company for rates of charges in transportation or travel from any point outside of this State to points outside of this State, or in any way interfere with such rates of charges.

Approved March 15, 1884.

[No. 3.]

ELECTION AND SALARY OF COMMISSIONERS.

AN ACT to provide for the election of members of the "Railroad Commission of the State of Mississippi."

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That the members of the "Railroad Commission of the State of Mississippi" shall hereafter be elected biennially by a joint vote of the two houses of the Legislature, and that one of said Commissioners shall be elected from each of the Supreme Court Districts of the State as now established by law (the Legislature now in session electing by like vote the successors of the present members thereof); and the clerk of said Commission shall be appointed by the members thereof, by and with the advice and consent of the Senate, and shall receive a salary not exceeding one thousand dollars per annum, and said clerk shall not hold any other office of public trust; such clerk shall hold his office for the term of two years, and until his successor is appointed and qualified, and he shall perform all such duties as shall be required of him by said Commission, and take the usual oath of office, and be subject to removal at the discretion of the Commission; and any vacancy may be filled by the Commission; *provided*, that no member of the Legislature, at the time of such election, shall be eligible to election as a member of said Commission.

SEC. 2. That all Acts and parts of Acts in conflict with this Act are hereby repealed, and that this act take effect and be in force from and after its passage.

Approved March 9, 1886.

[No. 4.]

AMENDATORY ACT OF 1888.

AN ACT to amend "an act to provide for the regulation of freight and passenger rates on railroads in this State, and to create a commission to supervise the same, and for other purposes," approved March 11, 1884.

SECTION 1. *Be it enacted by the Legislature of the State of Mis-*

issippi, That section 13 of the Act entitled "an Act to provide for the regulation of freight and passenger rates on railroads in this State and to create a commission to supervise the same, and for other purposes," approved March 11th, 1884, be and the same is hereby so amended as to require the conductor or engineer of any train to which any accident has happened, attended with serious personal injury, to immediately telegraph the same to the clerk of the railroad commission, at the capital, or, if he is not at a telegraph office when such accident occurs, as soon thereafter as he can reach such station; and it shall be the duty of the superintendent of every railroad whose train has suffered any such accident within five days thereafter to report, in writing, to the railroad commission the full particulars thereof, giving the names of the persons killed and injured and amount and character of property destroyed, together with the cause of the accident. If any such conductor or engineer or superintendent shall wilfully neglect or refuse to comply with the provisions of this section he shall be deemed guilty of a misdemeanor, and upon conviction shall be fined not less than fifty nor more than five hundred dollars.

Commission May Designate Depot Sites.

SEC. 2. That, in addition to the powers and duties now conferred by law on the railroad commissioners requiring them to "see that at least one comfortable and suitable reception room is provided at each depot for the use and accommodation of persons desiring and awaiting transportation over their line," the said board is also authorized to designate the site or location of any new depot building or station house that may be ordered built, in cases where the site selected by the railroad company required to erect the same is inconvenient or inaccessible; *provided*, that said depot shall be located on the line of the said railroad, and having in view the interest of the public and the railroad company, and to prescribe the number and dimensions of the rooms therein for passengers, designating and providing, if deemed proper, separate rooms for the sexes and for the races; and they shall also have the authority to require such additions to or alterations in passenger depots or station houses as may be necessary in their judgment to secure ample, comfortable and suitable accommodations for all passengers; to prescribe the form and size of bulletin boards, and where the same shall be placed, the manner and place of posting tariffs of charges for freight and passengers, and of all notices and orders that may be promulgated by the commission. They are also empowered to provide such rules and

regulations for the arrangement and management of passenger depots as will secure the comfort of passengers, which they may cause to be posted in each passenger depot or sitting room. They shall, where in their judgment the occasion and the public convenience require it, cause "union passenger depots" to be erected, fixing the proportion to be contributed by each railroad company, if the several railroad companies cannot agree, and designating the site and dimensions of the same. They shall also hear all complaints that may be presented them in writing as to insufficient depot, storage or platform facilities for freight, and shall make such order thereon to secure the same as they may think the facts and the public convenience warrant; *provided*, that before any such orders are made the railroad company affected thereby shall have at least five days' notice, and shall be heard by its representative or counsel, or both, before final action, and such notice may be served as other process is now required to be served upon railroad corporations; and notice of any order or decision of the railroad commission shall be certified to the president, general manager or superintendent of the railroad company affected thereby, and the certified copy thereof shall be deposited, properly addressed, in the mail, postage prepaid.

Equal Accommodations for all Passengers.

SEC. 3. That every conductor of trains carrying passengers in this State is hereby authorized to assign passengers to any car, or to seats to a particular part of any car on his train; *provided*, that equal accommodations are given to passengers holding tickets of the same class, and any forcible resistance to such assignment shall be deemed a breach of the peace.

Disorderly Conduct on Passenger Trains.

SEC. 4. That when a passenger is guilty of disorderly conduct, or a breach of the peace, or uses any obscene, profane or vulgar language, or plays any game of cards, or other game of chance for money or other thing of value, upon any passenger train, the conductor of such train may stop his train at the place where such offense is committed, or at the next stopping place of such train, and eject such passenger from the train, using only such force as may be necessary to accomplish such removal, and the conductor may command the assistance of the employees of the company, and the passengers on such train to assist in such removal; and said conductor may cause any person or persons violating the provisions of this Act, and which are in violation of the laws of the State to be detained and delivered to the proper authorities for trial as soon as possible.

Quarterly Reports—Tariffs of Charges.

SEC. 5. That section 6 of said Act be so amended that "40" instead of "30" days shall hereafter be allowed after the expiration of each quarter for the filing of quarterly returns, and each railroad shall furnish the Commission with its tariff of charges for the transportation of freights and passengers, either from a point within the State to another point within the State, or from a point within the State to a point without the State, or from a point without the State to a point within the State, and for a failure to comply with this section, such railroad so failing shall be subject to the same penalties as now imposed for a failure to furnish local tariff rates.

SEC. 6. That section 10 of an Act entitled "an Act to provide for the regulation of freight and passenger rates on railroads in this State, and to create a Commission to supervise the same, and for other purposes," approved March 11th, 1884, be and the same is hereby amended so as to read as follows :

Meetings—Dockets of Petitions and Complaints.

SEC. 10. That said Commission shall have an office at the capitol, and shall meet there on the first and third Mondays of each month (July and August excepted), and at such other times and places as they may deem necessary for the proper discharge of the duties imposed upon them by law, or as the convenience of the parties in the judgment of the Commission may require, *provided*, that the clerk of said Commission shall remain at the office at the capital and receive all official communications, unless he shall be, by order of the Commission, in attendance at the session not held at the capital, as herein provided, or by their permission absent; and the said Commission shall cause to be prepared, and shall keep a docket of all petitions and complaints wherein they shall be entered in regular order, and said docket shall be called at each regular meeting of the board, and the cases thereon disposed of, or, if necessary, continued until the next meeting.

SEC. 7. That section 6 of said Act of March 11, 1884, above referred to, be amended as follows: Strike out the words "a fair and just return on the value of such railroad, its appurtenances and equipments," in lines 25 and 26, and insert in lieu thereof the following: fair and reasonable compensation to such railroad for the services rendered.

Failure to Keep Bulletin Boards.

SEC. 8. That if any depot or station agent or telegraph operator of any railroad company in this State shall wilfully

fail or refuse to comply with the law requiring bulletin boards to be posted so as to show the time of arrival of trains, and to denote thereon the detention of trains when not on schedule time, he shall be guilty of a misdemeanor, and shall upon conviction be fined not less than ten nor more than fifty dollars.

SEC. 9. That the provisions of this Act and "an Act to provide for the regulation of freight and passenger rates on railroads in this State and to create a Commission to supervise the same, and for other purposes," approved March 11, 1884, be so amended as to be made applicable to sleeping-car companies as far as practicable.

Approved, March 14, 1888.

[No. 5.]

SEPARATE BUT EQUAL ACCOMMODATIONS FOR THE RACES.

AN ACT to promote the comfort of passengers on railroad trains.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi,* That all railroads carrying passengers in this State (other than street railroads), shall provide equal but separate accommodations for the white and colored races, by providing two or more passenger cars for each passenger train, or by dividing the passenger cars by a partition to secure separate accommodations.

Passengers to be Assigned by Conductor.

SEC. 2. That the conductors of such passenger trains shall have power and are hereby required to assign each passenger to the car, or the compartment of a car (when it is divided by a partition) used for the race to which such passenger belongs, and should any passenger refuse to occupy the car to which he or she is assigned by such conductor, said conductor shall have power to refuse to carry such passenger on his train, and for such refusal neither he nor the railroad company shall be liable for any damages in any court in this State.

Penalties for Refusal to Comply with Act.

SEC. 3. That all railroad companies that shall refuse or neglect, within sixty days after the approval of this Act, to comply with the requirements of section one of this Act shall be deemed guilty of a misdemeanor, and shall, upon conviction in a court of competent jurisdiction, be fined not more than five hundred dollars, and any conductor that shall neg-

lect or refuse to carry out the provisions of this Act shall, upon conviction, be fined not less than twenty-five nor more than fifty dollars for each offense.

SEC. 4. That all Acts or parts of Acts in conflict with this Act, be and the same are hereby repealed, and that this Act take effect and be in force sixty days after its passage.

Approved March 2, 1888.

[No. 6.]

AMENDATORY ACT OF 1890.

AN ACT to amend the Railroad Supervision Laws of this State.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That any person who shall tear down, deface or mutilate the tariffs of charges for the transportation of freight or passengers, classification, circulars, rules and regulations, posted by any railroad company in compliance with law, or the rules and regulations adopted by the Railroad Commission of this State, shall be guilty of a misdemeanor, and upon conviction, shall be punished by a fine not exceeding fifty dollars, or imprisonment in the county jail not exceeding thirty days.

Station Agents Made Conservators of the Peace.

SEC. 2. The depot or station agents of the different railroad companies in this State shall be and they are hereby constituted conservators of the peace, with authority to preserve order in the waiting rooms in their respective stations, and it shall be their duty to arrest and deliver to the custody of the most convenient sheriff or constable, or other proper officer, all persons who are guilty of disorderly conduct, and all loafers or vagrants who may frequent such waiting rooms, when not there as passengers; and all such persons shall be deemed guilty of a misdemeanor, and upon conviction, shall be punished as is provided for the offense named in section one of this Act.

Sufficient Passenger Accommodations to be Furnished.

SEC. 3. That it shall be the duty of the several railroad companies in this State to furnish a sufficient number of passenger cars to comfortably accommodate and seat the passengers traveling on its road, and in the event of failure to do so, the Railroad Commission of this State shall entertain the petition of any person cognizant of the fact. When such petition is filed the Railroad Commission shall cite the rail-

road company in default, and after investigating the case shall make and certify to the railroad company such orders as to the number and character of passenger coaches necessary for the public convenience as the said commission shall deem proper, and in any proceeding hereinafter provided for concerning the matter, such order of the Railroad Commission shall be deemed *prima facie* reasonable and proper.

Necessary Depots—Not to be Abolished.

SEC. 4. Every railroad company shall establish and maintain such depots as shall be reasonably necessary for the public convenience, and shall stop such of the passenger and freight trains at any depot as the business and public convenience shall require. And it shall be unlawful for any such company to abolish or disuse any depot when once established, or to fail to keep up the same and regularly stop the trains thereat without the consent of the Railroad Commission. The Railroad Commission shall have the authority to cause to be instituted and prosecuted all proper legal proceedings by mandamus or otherwise to enforce the provisions of this Act.

Insecure Bridges, Trestles, Tunnels, Road-beds.

SEC. 5. That it shall be the duty of the railroad commission, upon complaint by petition, or whenever they may have knowledge otherwise of any insecure bridge, trestle, tunnel or road-bed, to inspect the same, and if necessary procure the services of a competent engineer to examine the same, and after citing the railroad company, to make such recommendations to the railroad company relative thereto as they may deem proper, and if after such bridge, trestle, tunnel or road-bed is declared to be, in such judgment of the commission unsafe, and the same shall not be made safe, and any accident shall occur thereat, arising out of the unsafe condition of the road, then such finding of the railroad commission shall be taken and held as *prima facie* evidence in any suit for damages against such railroad company of culpable negligence and to justify punitive damages. The cost of the examination by a competent engineer as provided in this section shall be paid by a warrant on the State Treasurer to be issued by the Auditor of Public Accounts on a certified copy of the allowance of the same by the commission from the appropriation made to defray the expenses of said railroad commission.

Biennial Reports to the Legislature.

SEC. 6. That the railroad commission shall hereafter make biennial reports to the Legislature for the period covering

the two years ending on June 30, next, before the meeting of each Legislature, and the said commission shall require, in addition to the quarterly reports now required, an annual report from each railroad company upon such blanks as it may provide, and the penalty for failure to make the same within sixty days after the 30th day of June annually shall be the same as now provided for failure to make quarterly reports.

Depot Agents and Conductors to be Conservators of the Peace.

SEC. 7. That depot or station agents of the different railroad companies of this State, and the conductors of each and every railroad train, whether passenger or freight train, shall be and they are hereby constituted conservators of the peace, with authority to summon bystanders to their aid and with authority to preserve order in the waiting rooms in their respective stations or trains, and it shall be their duty to arrest and deliver to the custody of the most convenient sheriff, constable or other proper officer all persons who are guilty of disorderly conduct, and all loafers or vagrants who may frequent such waiting rooms or trains, whether they be passengers or not, upon conviction shall be fined in any sum not exceeding fifty dollars and imprisonment not more than thirty days in the county jail, either or both, at the discretion of the court.

Notice to be Posted in Depots and Cars.

SEC. 8. That it shall be the duty of each and every railroad company in this State to have posted in some conspicuous place in the waiting rooms in their respective stations and in each passenger car or caboose used for transporting passengers the following notice in large printed letters easily to be read:

NOTICE.

"No disorderly or boisterous conduct allowed. Conductors and station agents, under the law are conservators of the peace in the car or the station houses of which they have charge and are required by law to arrest all offenders. Persons guilty of disorderly conduct are liable to fine and imprisonment."

And any railroad company failing or refusing to comply with the directions in this law shall be responsible in punitive damages for any damage that may accrue on account of any such neglect or refusal.

Penalty for Failure to Comply with this Act.

SEC. 9. That it shall be the duty of the railroad commissioners to see that the provisions of this Act are complied

with by the several railroad companies of this State, and any failure of any such company to comply with said law, besides being liable for punitive damages aforesaid, may be indicted in any county through which said roads shall pass, or in the county where the station house or waiting room may be situated as for misdemeanor, and prosecuted as other cases of misdemeanors before said courts, and upon conviction may be fined in any sum not exceeding one hundred dollars.

SEC. 10. That this Act take effect from and after its passage.

Approved February 22, 1890.

STATEMENT OF EXPENDITURES,

FOR THE TWO YEARS ENDED JUNE 30, 1891.

OFFICE EXPENSES.

1889.

July	1—Telegram to I. Hardy, A. & V. Ry., about freight rates.....	\$ 0	25
	Answer to same		30
	2—Telegram from L. D. Williamson about accident near Coahoma.....		1 15
	3—Postoffice box rent, third quarter, 1889..		2 00
	Postage		2 00
	Paid Taylor six months salary as porter.		6 00
Aug.	9—Telegram from T. J. Bently, conductor, about accident near Coahoma		65
	21—Postage		1 50
	29—Postage		1 50
Sept.	5—Postage		1 50
	7—Expressage		25
	18—Postage		2 00
Oct.	7—Postoffice box rent, fourth quarter, 1889.		2 00
	9—Postage.....		2 00
	21—500 stamped envelopes		11 00
Nov.	11—Telegram from Supt. Meath, L., N. O. & T. Ry., about accident near Shaw.....		85
Dec.	2—Telegram to J. M. Edwards, V.-P., L., N. O. & T. Ry, about information for Commission report.....		75
	2—Telegram to J. E. Starke, auditor G. P. R. R., same subject		50
	2—Telegram to T. D. Flippin, auditor M. & C. R. R., same subject.....		50
	2—Telegram to C. Quarrier, comptroller L. & N. R. R., same subject.....		50
	2—Telegram from Milam & Ross, Coahoma, about man being killed by L., N. O. & T. Ry., at Perthshire.....		45
	2—Express on copy Poor's Manual.....		65

Dec.	6—Telegram to C. M. Crump, auditor G. P. Ry., about information for Commission report	85
	7—Telegram from Milam & Rosson, Coahoma station L., N. O. & T. Ry., about brakeman getting hand mashed	40
	8—Telegram from Milam & Rosson, Greenville, L., N. O. & T. Ry., about Milam and Jones being badly bruised in neck near Greengrove	40
	10—Telegram from Teter & Hickey, about engine running over E. Johnson at Hollywood	55
	14—Telegram to Rand, McNally & Co., about railroad maps	50
	17—Bill H. V. and H. W. Poor, October 25th, for one copy Poor's Manual of Railroads	6 00
	17—Cost of postoffice money order to pay same	08
	17—Bill, Eyrich & Co.:	
	Red ink	10
	Ink stand	15
	12 pencils	50
	½ ream legal cap	1 00
	Pins	10
	Mucilage	20
	17—Bill, Clarion-Ledger, (from July, 1888, to date):	
	Publishing in paper, circulars 48 and 33, one issue, 30 sqrs., rule and figure work @ .96	28 80
	15 sqrs. plain @ .48	7 20
	200 above circulars on slips	3 50
	500 notices tariff revision	6 50
	500 notices to appear	6 50
	2000 linen letter heads	10 00
	500 circulars No. 54	4 00
	1000 circulars No. 35	6 00
	1000 circulars No. 50	6 00
	1000 circulars No. 54	6 00
	1000 circulars No. 59	6 00
	100 circulars ½ cap	3 50
	17—Paid Taylor six months services as porter to December 31	6 00
	17—Postage	10 00

RAILROAD COMMISSION.

89

1890

Jan.	14—Postoffice box rent first quarter, 1890.....	2 00
April	7—Express on "Engineering News".....	45
	7—Postoffice box rent, second quarter.....	2 00
	7—Postage.....	1 00
	7—1000 stamped envelopes.....	22 00
	9—Bill "Engineering News Co." for 1 atlas of Railway Progress in 1888 and 1889.	5 00
June	3—Bill Eyrych & Co.:	
	2 letter files.....	1 50
	1 letter copying book.....	2 00
	Legal cap paper.....	1 90
	Writing fluid.....	40
	Bottle copying ink.....	40
	Bill Clarion-Ledger:	
	2 reams letter heads.....	8 50
	500 quarterly returns, flat cap, ruled, etc.....	22 50
	200 letter circulars relating to no- tices required at stations, etc.....	2 50
	500 copies laws relating to supervi- sion.....	32 40
	200 copies circular No. 63.....	16 00
	Publishing circular No. 63.....	10 00
	16—Paid telegram to Supt. Bond, A. & V. R'y, sent collect and bond refuses to pay..	35
July	9—Postoffice box rent, third quarter.....	2 00
	9—Postage.....	3 00
	9—Paid Taylor six months salary as porter to June 30.....	6 00
	21—Telegram from Supt. Bond, A. & V. R'y about accident to train near Pelahatchie	75
Aug.	24—Express on Poors' Manual.....	45
Oct.	7—Postoffice box rent, fourth quarter.....	2 00
	7—Bill Spickard & Co., stub pens.....	10
	7—Paid postage on letter from G. P. A. Queen and Crescent Route.....	06
	17—Paid express on forms for annual railroad reports, furnished by Interstate Com- merce Commission.....	5 60
Nov.	8—Telegram from Geo. P. Birdsong, con- ductor L., N. O. & T. R'y, concerning accident near Minter City.....	90
	28—Telegram from W. W. Bond, Supt. A. & V. R'y, about inspection.....	1 40
Dec.	1—Telegram to W. W. Bond, about inspec- tion.....	29

Dec.	1—Telegram to A. Clark, Supt. N. O. & N. E. R. R., about inspection.....	46
	1—Telegram to A. Griggs, Supt. A. G. S. R. R., about inspection.....	50
	1—Telegram from W.-W. Bond, Supt. A. & V. R'y, about inspection.....	50
	1—Telegram from Bond, same subject.....	1 10
	1—Telegram from Bond, same subject.....	30
	2—Telegram from Bond, same subject.....	50
	17—Bill, Eyrich & Co.: 12 Faber pencils.....	50
	Mucilage.....	30
	Twine.....	15
	17—Paid Taylor six months services as porter to December 31 ...	6 00
	17—Postage.....	5 00
	22—Express on M. & C. R. R. annual report from Knoxville.....	25

1891.

Jan.	12—Postoffice box rent first quarter.....	2 00
	21—Telegram from J. H. Neville, District Attorney summoning F. S. Scruggs to Meridian.....	40
	21—Telegram to J. H. Neville.....	25
Feb.	3—1,000 stamped envelopes.....	22 00
Apr.	18—Postoffice box rent second quarter.....	2 00
June	2—Paid Buck Williams for Taylor for serving as porter during January.....	1 00

Office expenses, stationery, printing, etc., for two years.....\$355 79

Cost of biennial report for 1888 and 1889 :

Printing 500 copies—	
48 pages long primer @ \$1.80	\$ 86 40
18 pages brevier @ \$2.05	36 90
500 maps from Rand, McNally & Co.	75 00
Express on same	1 00

Total cost of report.....\$199 30

Traveling expenses :

Traveling expenses of J. C. Kyle.....	\$ 16 55
Traveling expenses of J. F. Sessions.....	25 75
Traveling expenses of J. H. Askew.....	43 65
Traveling expenses of Walter McLaurin.....	18 35
Traveling expenses of F. S. Scruggs.....	2 90

Total expenses for two years ending June 30, 1891.....\$662 29

Number of Persons Killed and Injured

IN THIS STATE BY RAILROADS DURING YEAR ENDED JUNE 30, 1891.

	Passengers.		Employees.		Trespassers, etc.	
	<i>Kil'd.</i>	<i>Inj'd.</i>	<i>Kil'd.</i>	<i>Inj'd.</i>	<i>Kil'd.</i>	<i>Inj'd.</i>
Louisville & Nashville.....	..	..	..	9	3	1
Mobile & Ohio.....	..	3	2	24	5	4
New Orleans & Northeastern ..	..	..	5	20	1	..
Alabama Great Southern .....	..	..	..	3	..	1
Alabama & Vicksburg.....	1	3	3	20	2	6
Memphis & Charleston .....	..	2	..	3	..	..
Kansas City, Memphis & Birmingham .....	..	..	2	11	1	..
Gulf & Chicago.....	..	..	..	..	..	..
Illinois Central.....	1	6	11	149	12	19
Louisville, New Orleans & Texas ..	..	10	13	218	14	33
New Orleans and Northwestern. ..	..	..	..	..	..	..
East Tennessee, Virginia & Georgia.....	..	..	1	3	..	..
Georgia Pacific.....	2	5	4	32	3	3
Total.....	4	29	41	492	41	67

CIRCULAR ORDERS.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION }
JACKSON, MISS., March 19, 1890. }

CIRCULAR No. 62.

The attention of Railroad Companies is called to the following section of an Act entitled "an Act to amend the Railroad Supervision Laws of this State" approved February 22, 1890; and they are requested forthwith to have the notice therein provided, printed and posted:

SECTION 8. That it shall be the duty of every railroad company in this State to have posted in some conspicuous place in the waiting rooms of their respective stations, and in each passenger car or caboose used for transporting passengers, the following notice in large printed letters, easily to be read:

"Notice.—No disorderly or boisterous conduct allowed. Conductors and station agents, under the law, are conservators of the peace in the car or the station houses of which they have charge, and are required by law to arrest all offenders. Persons guilty of disorderly conduct are liable to fine and imprisonment."

And any railroad company failing or refusing to comply with the directions in this law, shall be responsible in punitive damages for any damages that may accrue on account of such neglect or refusal.

J. F. SESSIONS,
WALTER McLAURIN,
J. H. ASKEW,
Commissioners.

MISSISSIPPI RAILROAD COMMISSION, }
JACKSON, MISS., April 9, 1890. }

The attention of the public and of railroad employees is called to the following:

CIRCULAR No. 63:

1. Railroad Companies are required to keep their recep-

tion rooms comfortable and open to passengers awaiting transportation at reasonable times. And under authority conferred by law the Railroad Commission has promulgated the following rules in reference thereto:

2. At railroad stations where separate passenger waiting rooms are provided for the races, it is made the duty of depot agents, station masters, and all employees of the company to exclude from each room set apart for one race all persons of another; and it shall be the duty of railroad companies by printed or painted sign at or on the door of each waiting room (where there is more than one) to properly designate the same.

3. No disorderly conduct shall be tolerated in passenger waiting rooms, nor loafers and vagabonds allowed, and all peace officers and especially municipal officers, are urged to co-operate with the railroad station agent in suppressing disorderly conduct by the prompt arrest of guilty parties. Station agents are by law conservators of the peace with power to arrest and deliver to the custody of the most convenient and proper officer, all persons guilty of disorderly conduct, or loafers or vagabonds frequenting waiting rooms when not there as passengers. And all such persons are subject to fine and imprisonment.

4. All passenger waiting rooms shall be open during the day at least one hour before and one-half hour after, the arrival of trains authorized to carry passengers.

5. At telegraph stations where there is a night operator, the passenger waiting rooms shall be opened for passengers arriving or departing at any time during the night, and shall be provided with lights, and in winter when occupied by passengers, with comfortable fires.

6. At all stations, other than telegraph stations having night operators, where passenger trains arrive or depart during the night, the waiting rooms shall be opened, provided with lights, and in the winter with fires, at least one hour before the arrival of each passenger train, and remain open at least one-half hour after the departure of the same, if occupied by passengers. But this rule shall not apply to night trains arriving between the hours of 10 P.M., and 5 A.M., where by the regulation of the railroad company the depot agent is not required to be on duty between those hours.

7. It is the duty of agents and telegraph operators to keep posted bulletin boards, showing time of arrival and departure of trains carrying passengers, designating whether trains are "on time" or "late," and if late, how much so; and for a failure to do so, the agent or operator is liable to a fine of \$50.00. It is the duty of railroad companies to see that this

requirement is carried out, and they are also liable to a fine for any failure thereof.

8. It is by law made the duty of railroad companies to furnish a sufficient number of passenger cars to comfortably accommodate and seat passengers, and for any failure to do so, the Railroad Commission is empowered to entertain petitions (in writing) of persons desiring to complain.

9. Conductors of trains are by law conservators of the peace, with power to arrest passengers guilty of disorderly conduct, or using obscene or vulgar language, or playing cards or other games of chance for money or other thing of value, on his train, and to eject such passengers and deliver them to the most convenient officer. And any passenger so guilty is liable to fine and imprisonment.

10. It is not lawful for a railroad company to abolish any depot, when once established, or fail to keep up the same and regularly stop trains thereat, without the consent of the Railroad Commission.

11. The Railroad Commission is empowered to entertain complaints by petition, of any insecure bridge, trestle, tunnel, or road-bed, and to inspect same and make recommendations relative thereto.

12. Any person tearing down, defacing or mutilating any tariff, classification, circular, or rules and regulations posted by railroad companies, or established by the Railroad Commission, is subject to a fine of fifty dollars or imprisonment for thirty days.

13. One copy of this circular must be kept posted in each passenger waiting room in this State.

14. This circular supersedes circulars number 35, 50, 54 and 59.

15. Every citizen is invited to communicate to the Commission, in writing, instances where the law is disregarded, of which he has knowledge, in order that proper steps may be taken to secure its enforcement and the collection of the penalty in cases of persistent and willful violation.

16. All complaints or petitions made to the Railroads Commission must be in writing.

J. F. SESSIONS,
WALTER McLAURIN,
J. H. ASKEW,
Commissioners.

OFFICE OF MISSISSIPPI RAILROAD COMMISSION, }
JACKSON, MISS., June 16, 1890. }

CIRCULAR NO. 64.

PASSENGER RATES WHERE TICKETS ARE PROCURED.

1. The maximum rate for transportation of passengers in this State is three cents per mile, where tickets are procured, or from stations where tickets cannot be had.

2. Ten cents is fixed as the minimum charge, where tickets are procured between stations at which the train taken stops regularly, and fifteen cents between stations where one or both is a flag station.

PASSENGER RATE WHERE FARE IS PAID TO CONDUCTORS.

3. Railroads are authorized to collect four cents per mile from passengers paying their fare to conductors, except in cases where no opportunity to purchase tickets has been afforded by the road.

4. For five miles or less, where fare is paid to conductors, the charge may be twenty cents.

This circular takes effect on and after August 1, 1890, and must be posted in all passenger waiting rooms in this State.

J. F. SESSIONS, Ch'm,
WALTER McLAURIN,
J. H. ASKEW,
Commissioners.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION, }
JACKSON, MISS., Oct. 6, 1891. }

CIRCULAR NO. 66.

The attention of the public and of all railroad employes is called to the following:

1. Railroad companies are required to keep their reception rooms comfortable and open to passengers awaiting transportation at reasonable times. And, under authority conferred by law, the Railroad Commission has promulgated the following rules in reference thereto:

(a) At railroad stations where separate passenger waiting rooms are provided for the races, it is made the duty of depot agents, station masters and all employes of the company to exclude from each room set apart for one race all persons of another; and it shall be the duty of railroad company, by printed or painted sign at or on the door of

each waiting room, (where there is more than one), to properly designate the same.

(b) No disorderly conduct shall be tolerated in passenger waiting rooms, nor loafers and vagabonds allowed, and all peace officers, and especially municipal officers, are urged to co-operate with the railroad station agent in suppressing disorderly conduct by the prompt arrest of guilty parties. Station agents are by law conservators of the peace, with power to arrest and deliver to the custody of the most convenient and proper officer, all persons guilty of disorderly conduct, or loafers or vagabonds frequenting waiting rooms when not there as passengers. And all such persons are subject to fine and imprisonment.

(c) All passenger waiting rooms shall be open during the day at least one hour before and one-half hour after the arrival of trains authorized to carry passengers.

(d) At telegraph stations where there is a night operator, the passenger waiting rooms shall be opened for passengers arriving or departing at any time during the night, and shall be provided with lights, and in winter, when occupied by passengers, with comfortable fires.

(e) At all stations, other than telegraph stations having night operators, where passenger trains arrive or depart during the night, the waiting rooms shall be opened, provided with lights, and in the winter with fires, at least one hour before the arrival of each passenger train, scheduled to stop at such station, and remain open at least one-half hour after the departure of same, if occupied by passengers.

2. It is the duty of agents and telegraph operators to keep posted bulletin boards, showing time of arrival and departure of trains carrying passengers, designating whether trains are "on time" or "late," and if late, how much so; and for a failure to do so, the agent or operator is liable to a fine of \$50.00. It is the duty of railroad companies to see that this requirement is carried out, and they are also liable to a fine for any failure thereof.

3. It is by law made the duty of railroad companies to furnish a sufficient number of passenger cars to comfortably accommodate and seat passengers, and for any failure to so do, the Railroad Commission is empowered to entertain petitions (in writing) of persons desiring to complain.

4. Conductors of trains are by law conservators of the peace, with power to arrest passengers guilty of disorderly conduct, or using obscene or vulgar language, or playing cards or other game of chance for money or other thing of value, on his train, and to eject such passengers and deliver

them to the most convenient officer. And any passenger so guilty is liable to fine and imprisonment.

5. It is not lawful for a railroad company to abolish any depot, when once established, or fail to keep up the same and regularly stop trains thereat, without the consent of the Railroad Commission.

6. The Railroad Commission is empowered to entertain complaints by petition, of any insecure bridge, trestle, tunnel, or road-bed, and to inspect same and make recommendations relative thereto.

7. Any person tearing down, defacing or mutilating any tariff, clasification, circular, or rules and regulations posted by railroad companies, or established by the Railroad Commission, is subject to a fine of \$50.00 or imprisonment for thirty days.

8. One copy of this circular must be kept posted in each passenger waiting room in this State.

9. This circular supersedes circulars number 35, 50, 54, 59, and 63.

10. Every citizen is invited to communicate to the commissioners, in writing, instances where the law is disregarded, of which he has knowledge, in order that the proper steps may be taken to secure its enforcement and the collection of the penalty in case of persistent and wilful violation.

11. All complaints or petitions made to the Railroad Commission must be in writing.

J. F. SESSIONS,
WALTER McLaurin,
J. H. ASKEW,
Commissioners.



